

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1957

Nav-Pers-O

NUMBER 480

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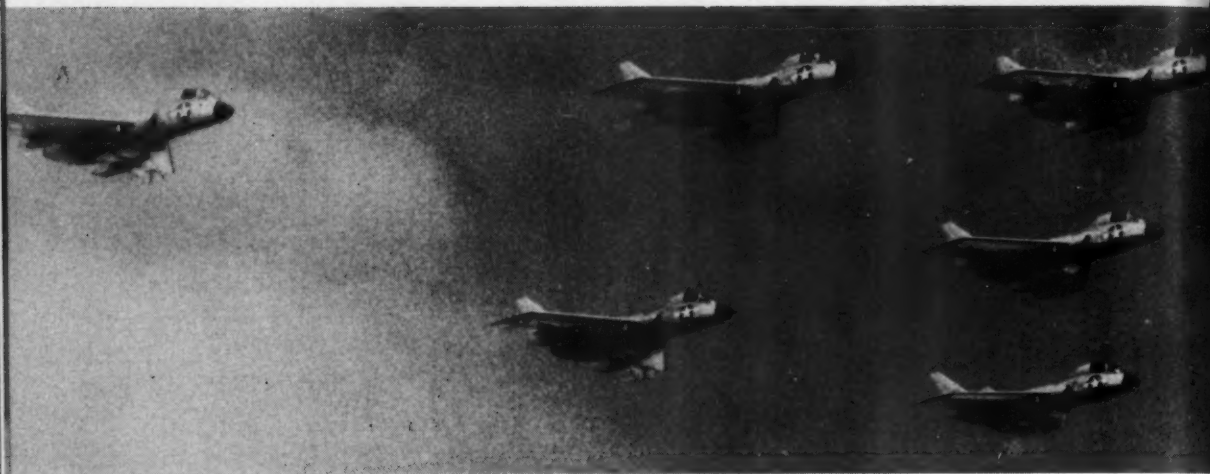
French Crawford Smith, Reserve

Don Addor, Layout

• FRONT COVER: QUARTERDECK WATCH—R. A. Howell, CWO, W-3, USN, and W. A. Hammond, BM3, USN, stand watch on board USS Hamul (AD 20) in port at Long Beach, Calif.

• AT LEFT: SUNDAY SESSION—Crew members from USS Hamul and her brood of destroyers chat with LT William C. O'Connell, CHC, USNR, after Mass.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



A Mobile Navy: Ready, Steady—

NOT LONG AGO a symbol passed out of the Navy.

She was USS *Mississippi* (AG 128), whose career extended from World War I to the era of supersonic planes, hydrogen bombs and nuclear propulsion. *Missy* was the Navy's oldest combat ship, but she was a lot more than a mere relic, for in her final role as a guided missile test ship she was a symbol of the entire Navy — a Navy that's combining the past with the future to create the biggest change in sea-power since steam replaced sail.

Almost every day, in words like these, newspapers and magazines tell the story of that change:

"NAVY LAUNCHES SECOND NUCLEAR SUB"

"NEW SEAPLANE REFUELS FOUR JETS AT ONCE"

"THIRD NEW ATTACK CARRIER LAUNCHED BY NAVY"

"ATOMIC CARRIER SEEN BY 1961"

"NAVY *Crusader* TOPS 1000 MPH TO TAKE THOMPSON TROPHY."

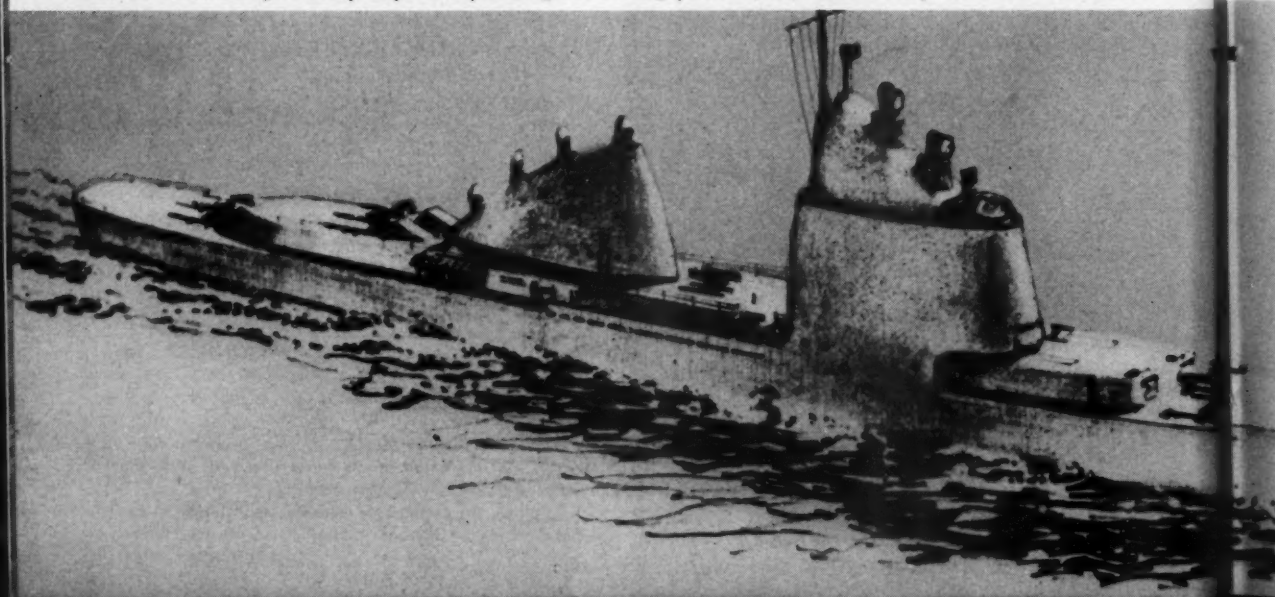
Yet, the Navyman in the midst of all this is in about the same position as the giant who doesn't know his own strength or the fellow who can't see the forest for the trees. Since the Navy's progress is spread out through the whole Fleet, it's hard for the man who only sees part of it to realize just how rapidly the

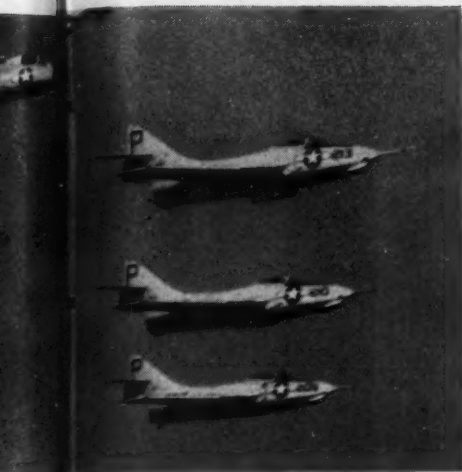
Navy of the future is approaching.

As a matter of fact, it's not merely approaching — in many respects it's already here. Just look at some of the things that have been accomplished in the past few years, or which are in the works right now:

• **Nuclear Propulsion**—USS *Nautilus* (SS(N) 571), the world's first atomic ship, is now an "old-timer" with more than two years in commission and some 50,000 miles and more than 500 dives in her log. Besides her, we have a total of 14 more nuclear subs, either built or being built, plus an atom-powered guided missile cruiser in the preliminary stages. In addition, the Navy is de-

GUIDED MISSILES give Navy ships and planes great striking power. (Left) Artist conception of missile cruiser.



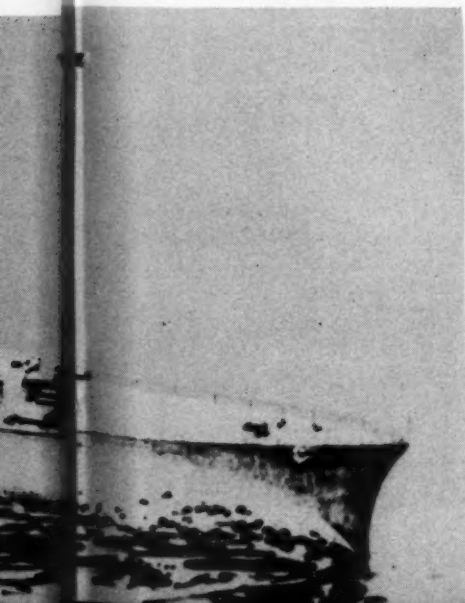


dy— and Fast

veloping atom-powered sea-planes, and by the early '60s all major combatant ships authorized for construction may be atom-driven.

With nuclear propulsion, man comes close to achieving the age-old dream of perpetual motion. Conceivably, an atom-powered ship could remain at sea throughout an entire war, and the range of nuclear aircraft would be limited only by the crew's endurance. Space now used for fuel storage can be converted for stocking other supplies and huge strings of tankers, such as those which kept our fast carrier task forces going in World War II, would no longer be necessary in an

(Rt) night launching from stern.



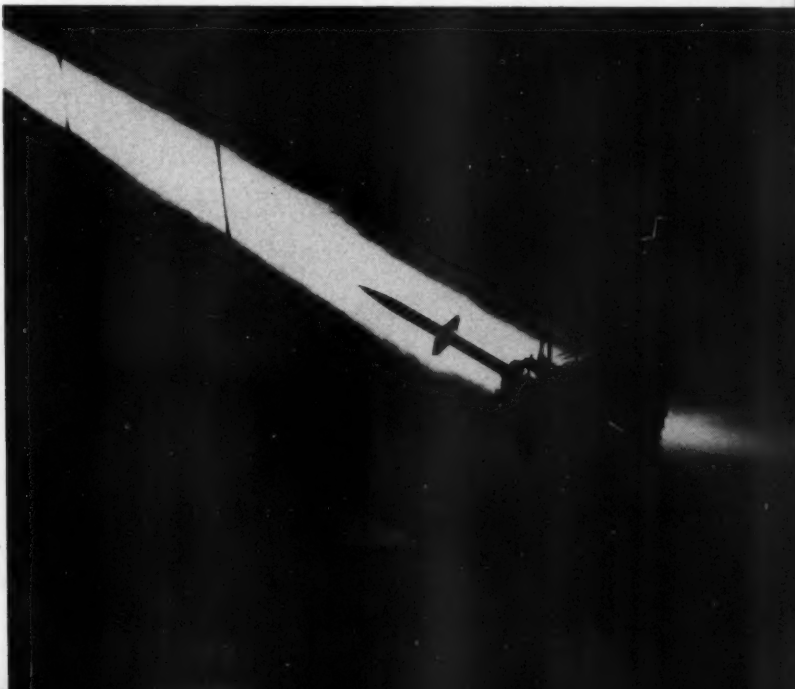
LARGE MODERN carriers like *USS Forrestal* (CVA 59) provide mobile air stations at sea, giving the latest in Navy jets great potential striking power.

atom-powered Fleet with atom-powered planes.

• **Aircraft Carriers** — *uss Forrestal* (CVA 59) and *Saratoga* (CVA 60), the biggest carriers in the world, have both joined the Fleet. *Ranger* (CVA 61) has been launched; work on *Independence* (CVA 62) and

Kitty Hawk (CVA 63) is well under way; and the shipbuilding program for fiscal year 1957 includes a sixth new attack carrier.

These hard-hitting heavyweights and their planes, capable of delivering atomic bombs, are the core of our new Navy's striking power.





NUCLEAR PROPULSION, already here in *USS Nautilus* (SS(N)571), will power Navy ships in near future. Proposed missile sub above will be atom-powered.

They're so far advanced that even the development of nuclear propulsion for surface ships will not render them obsolete. They can roam the seas, ready for action in big wars or small, without any of the logistic problems involved in setting up bases in foreign countries. Their planes and missiles can cover an area

of three-and-a-half million square miles. They can move hundreds of miles in a matter of hours to hit new objectives and make themselves tough for the enemy to find. And, even if they're spotted the protection of ships, planes, guns and missiles would make them mighty difficult targets to attack.

HARD-HITTING frigates like *USS Norfolk* (DL 1) are part of tomorrow's Navy in Fleet today. *Right: Navy VTO aircraft offer many potentials with the Fleet.*

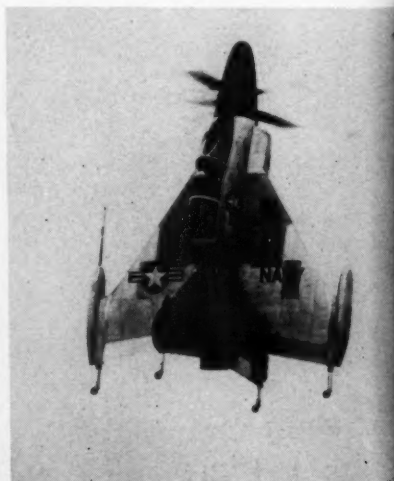


Our older flattops are keeping up with the times too. Most of the CVAs in the *uss Midway* (CVA 41) and *Hancock* (CVA 19) classes have been given angled decks, mirror-landing systems and steam catapults to extend their usefulness as far into the future as possible. The smaller carriers have taken on new roles in anti-submarine warfare, helicopter assault and other phases of the possible warfare of tomorrow.


• **Aircraft**—Many of the planes and helicopters of tomorrow are also here today.

Renewed emphasis is now being placed on the seaplane and its tender in the aviation picture. The big, versatile *Tradewind*, for example, can be used as a "flying LST" or as a tanker capable of refueling four jets at once.

Some aviation experts visualize seaplanes as the first nuclear-powered aircraft, since they could be tested far from populated areas



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where a crash or explosion might be disastrous, and since the sea would offer an unlimited runway for a plane laden with heavy reactors and shielding equipment. Seaplanes are also important from the standpoint of flexibility and economy, because they require no airstrips and can take off or land in a much greater area of the world than land-based aircraft.

Additions to our carrier airpower now (or soon will) include planes like the F8U *Crusader*, F11F *Tiger*, A4D *Skyhawk*, FJ4 *Fury*, F4D *Skyray*, F5D *Skylancer*, A3D *Skywarrior*, F3H-2N *Demon* and F9F-8P photographic version of the *Cougar*. The *Crusader* was clocked at over 1015 mph when it won the Thompson Trophy for the Navy the first time the Navy ever entered that event. The *Skyhawk*, an attack bomber smaller than many fighters, holds the world speed record for the 500-kilometer closed course and

the rest have all turned in spectacular performances at their own particular specialties. Records are being broken nearly every day in one field or another.

Our airborne anti-submarine warfare is also keeping up with the times through new and improved equipment for detecting, locating and destroying subs. This mission is still assigned to squadrons of P2V landplanes, P5M seaplanes, S2F carrier-based aircraft, HSS helicopters and ZPG and ZS2G airships. These aircraft aren't entered in the race for speed, but they are leading the pack in total increase in electronics equipment.

In the experimental field there are the hydro-ski equipped *Sea Dart*, (world's first supersonic seaplane), the *Pogo* vertical take-off fighter and the one-man "Flying Platform" developed by the Office of Naval Research.

• **Guided Missiles** — It may be a

long time before guided missiles replace the Navy's big guns, but these flying killers are definitely here to stay. In fiscal year 1957 last year's level of expenditure for conventional ammunition was cut almost one fourth to allow 247 million dollars more for guided missiles.

Regulus I, a versatile surface-to-surface missile capable of delivering nuclear payloads, has been in quantity production for several years. Submarines, cruisers and aircraft carriers of both the Atlantic and Pacific Fleets are capable of launching it. A more advanced type, *Regulus II* has also been flown successfully in tests.

In air-to-air missiles the lightweight *Sparrow I* and *Sidewinder* are now operational. *Sidewinder* requires a minimum of moving parts and contains no more electronic components than an ordinary radio, thus making it possible for Navymen to handle and assemble it without



HELICOPTERS AND MISSILES have important roles in future Navy. Below: Navy jet pilot in pressure suit stands by latest air-to-air missile, Sidewinder.



undergoing any specialized technical training.

One supersonic surface-to-air missile, *Terrier*, stands ready now to help defend the Fleet as the Sunday punch of *uss Boston* (CAG 1) and *Canberra* (CAG 2). Two more weapons in the same class, *Tartar* and *Talos*, are well along in the development stage. *Tartar* is a smaller version of *Terrier* for ships of destroyer size and the secondary batteries of large ships. *Talos* is bigger than *Terrier* and has a longer range.

For air-to-surface use we have *Petrel*, in service today as armament for patrol aircraft. This missile permits a pilot to attack enemy ships below the waterline while still remaining well out of range of the target's air defense.

Meanwhile, the work continues on such things as missiles to use against missiles and intercontinental and intermediate-range ballistic missiles. (A ballistic missile is powered for only the first five or 10 per cent of its flight, after which it "falls" toward its target in the trajectory of an artillery shell. Aerodynamic missiles, like *Regulus*, *Terrier*, *Talos* and *Petrel*, are propelled by their engines all the way from launching site to target.)

• **Submarines** — Nuclear propulsion isn't the only new development in the "silent service."

The dirigible-shaped hull pioneered by *uss Albacore* (AGSS 569) will give our subs more underwater speed and maneuverability than ever

before. Coupled with atomic power, the *Albacore* hull means a revolution in our undersea craft. Six of them are provided for in the BuShips budget for FY '57.

In addition, our hunter killer, radar picket and guided missile subs (like the *Regulus*-firing *uss Tunny* (SSG 282) and *Barbero* (SSG 317) have taken on important new tasks in today's Navy of tomorrow.

• **Cruisers** — The biggest developments in this ship type are of course, the plans for the world's first atom-powered surface ship and the switch to guided missiles. The nuclear cruiser, along with its innovations in propulsion and armament, will incorporate radical changes in design, including a superstructure which looks almost like that of a submarine.

Two CAGs, *Boston* and *Canberra*, are already in the Fleet and five CLGs are provided for in the '57 conversion program. Of the latter, three will be equipped to launch *Terriers* and two will be armed with *Talos*. *uss Galveston* (CLG 93), scheduled to join the Fleet early next year, will be our first *Talos*-armed cruiser.

The tactical command ship, designed to serve with a fast carrier task force or in amphibious operations, is another ship of the future among the cruiser types. The first of them, *uss Northampton* (CLC 1) has been in commission for almost four years.

• **Frigates** — DLs, big enough to be rated as light cruisers in many countries, are also part of "tomorrow's Navy today." Armed to the teeth against either subs or planes, these ships are an important addition to the fast attack forces of tomorrow. Five of them have been commissioned since 1953.

The importance of the frigate in future plans is evident from the appropriations. Six new guided missile frigates were included in the shipbuilding funds for FY '56 and there were four in the '57 program. Equipped with both 5"/54s and dual launchers for the *Terrier*, the new DLGs really pack the gear.

• **Destroyers** — Conversion and new construction are bringing about so many changes among DD and DE types that it's a hard job to keep up with all the developments.

Our first full-fledged guided missile destroyer, *uss Gyatt* (DDG 712), has been commissioned, eight new DDGs are in the FY '57 plans,

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18 modern destroyers in the *Forrest Sherman* (DD 931) class are built or being built and converted DDs and DEs are joining our radar picket defenses in ever increasing numbers.

And so on—from World War II Liberty ships becoming YAGRs to the building of new landing craft, changes are taking place everywhere. For example one of the items in the '57 plans is the prototype of a 30-knot hydrofoil landing craft to replace the old eight-knot LCMs.

But, the ships, planes and missiles mentioned here are just samples of our progress. And, despite all that's been accomplished so far, there's still a lot more to do.

Modernization of our older ships is all right for the present, but we can't go on converting World War II ships forever. In carriers, for instance, only *Forrestal* and subsequent types will be able to handle the Mach 2 fighter planes we expect to have available by 1960. After that the converted *Midway* and *Hancock* class carriers of today will be outmoded as first-line attack carriers.

Therefore, we've embarked on a long-range rebuilding program which will probably be going on for years. Behind it is the firm conviction that a fast-moving, hard-hitting Navy is more important to the United States than it has ever been before.

Without such a Navy, America's international alliances would be almost useless; our sources of strategic materials like manganese, chrome,



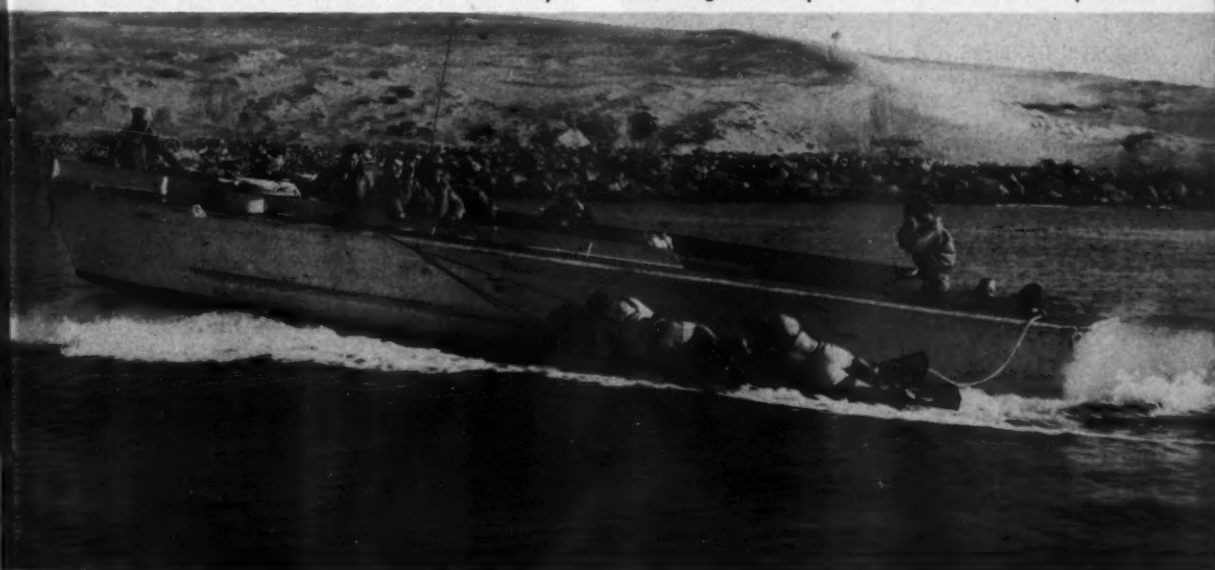
FUTURE UNIFORMS will help Navymen do their jobs with greater safety. DC men wear protective gear on the job during training maneuvers at sea.

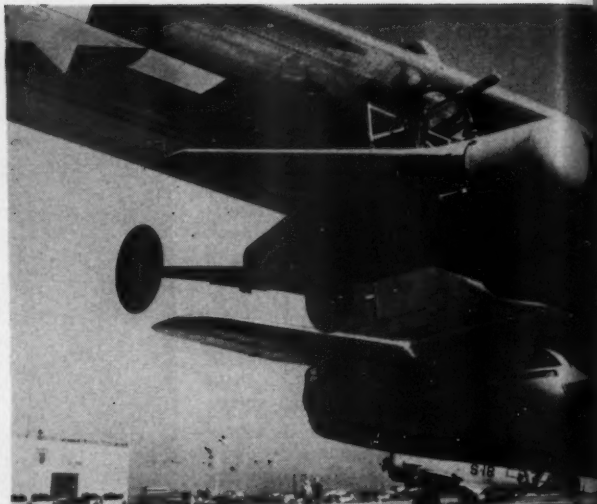
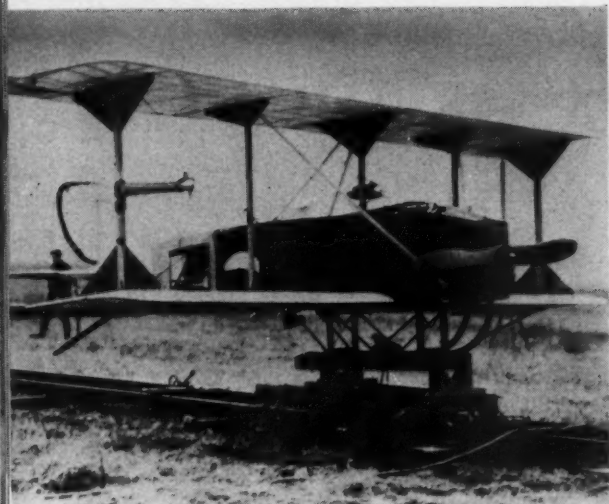
tin, rubber, bauxite and cobalt would be endangered; our ability to keep our overseas bases manned, equipped and supplied would be almost crushed; and the seas that wash our shores could become invasion highways for an aggressor bent on domination of the world.

To see that those things don't happen the new Navy is also taking into the future the traditions and spirit of the past—the same traditions and spirit that have made great ships of *USS Mississippi* and hundreds of others before her.

—Jerry Wolff

CHANGING TACTICS create new roles for Navymen. Here, frogmen 'drop in' for beach invasion practice.





NAVY MISSILES have come a long way since World War I 'flying torpedo' (left) and the Bat of World War II (right).



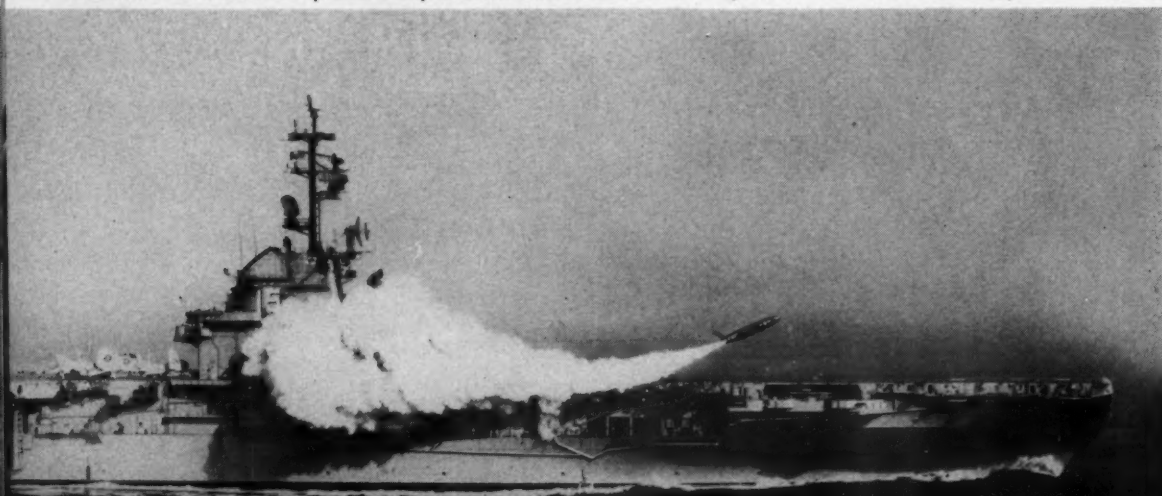
U. S. Navy Missiles From

BACK IN 1898 LT Bradley Fiske, USN, applied for a patent on an apparatus to steer torpedoes by radio. The device wasn't very practical and it traveled through water instead of air. However, it might be called a forerunner of the guided missile, since it was one of the first real attempts at guiding a projectile to its target by remote control.

During World War I the Navy worked on a pilotless plane to be used as a "flying torpedo," but it wasn't until 1936 that the program which turned out the Navy's first really successful radio-controlled, pilotless aircraft was begun.

World War II saw the launching of a number of guided missile programs, and in the last year of the war the Navy came up with its first fully automatic guided missile to be used in combat. This was the Bat,

MODERN CARRIERS and planes carry missiles. Above: *Demon* with *Sparrows*. Below: *USS Randolph* with *Regulus*.





PETREL-PACKING Neptune (left) and Sidewinder-slinging Cougar (right) add new sting to the Navy's air punch.

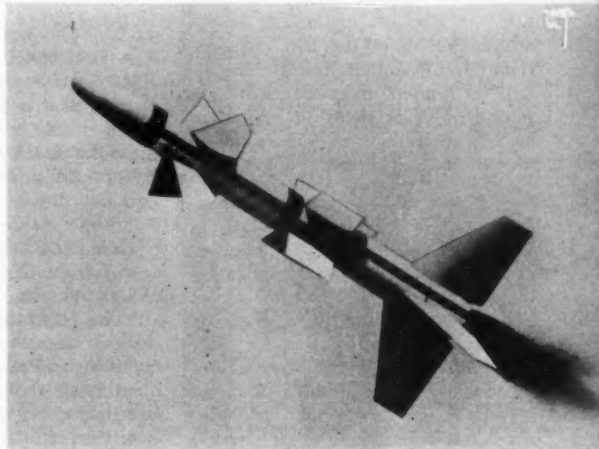
From Then to Now

a glide bomb released by patrol bombers against enemy shipping with considerable effectiveness. The *Bat* was "briefed" on its objective by the mother plane and after release, this missile could follow a moving target through extensive maneuvers with the aid of its own radar installations.

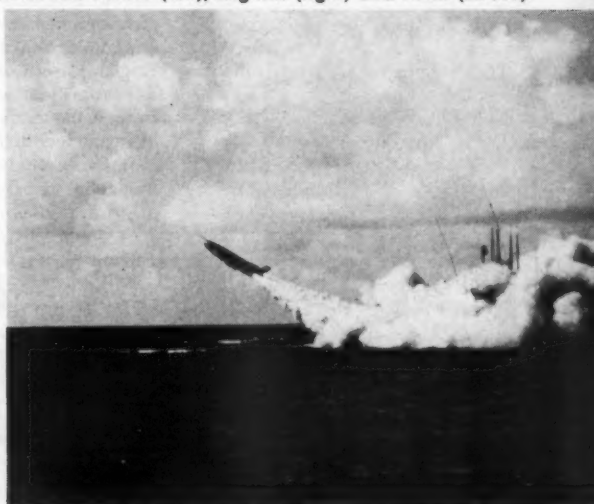
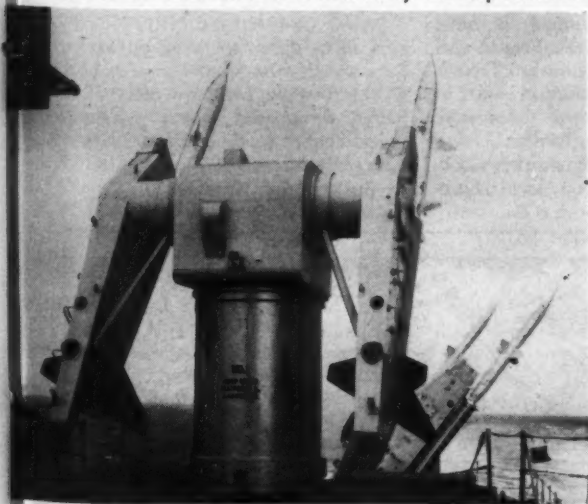
In the postwar decade our missile muscle has grown tremendously.

Today, among the Navy missiles revealed to the public there are weapons in the surface-to-surface, surface-to-air, air-to-air, and air-to-surfaces classes. And, we have carriers, cruisers, submarines, destroyers and aircraft capable of delivering them.

As you can see from the pictures on these pages, the guided missile has come a long way since the days of LT Fiske, and there's a lot more still to come.



SIGNS OF THE TIMES in a new Navy are ship-launched missiles like Terrier (left), Regulus (right) and Talos (above).



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• PROFESSIONAL EXAMS FOR WOs

— There will be no professional examinations for promotion of warrant officers until fiscal year 1959, according to BuPers Notice 1416 of 6 Nov 1956.

The *Manual of Qualification for Warrant Officers* (NavPers 18445) has been written and will be distributed this month. An examination study plan, based on this manual, is under development and will be distributed later in the year.

The date for the first professional exams for warrant officers will permit one year of preparation before administration of the first examinations. The examination requirements will be phased in gradually over a period of years so as to permit an orderly completion of courses necessary to earn exemptions.

• **USNRs GOING USN** — Here is the latest list of "open rates" in which Naval Reserve personnel on active duty may submit application to the Bureau for enlistment or re-enlistment in the Regular Navy in the pay grade held.

If you're a Naval Reservist on active duty for 12 months or more, serving in one of the open rates (or a related emergency service rate), you may apply to the Chief of Naval Personnel (Attn: Pers B223) via your commanding officer for change from USNR to USN in the same pay grade.

The rates listed as "open" include the following:

Chief: RD, SO, RM, IC, CE, BU, AQ, and AE.

First Class: RD, SO, GS, RM, CT, DM, MU, MM, MR, BT, EM, IC,

SV, CE, BU, AT, AQ, AC, AE, and AG.

Second Class: QM, SM, RD, SO, TM, GS, FT, ET, OM, RM, CT, YN, MA, SK, DK, JO, DM, MU, MM, EN, MR, BT, EM, IC, ME, PM, SV, CE, BU, UT, AD, AT, AQ, GF, AC, AE, AM, PR, AG, and TD.

Third Class: Same ratings as for Second Class.

If you're a Reservist interested in going Regular, and hold an eligible rating, consult BuPers Inst. 1130.4C (Ch 3), for full particulars. For other info on open rates see BuPers Notice 1130 of 16 Nov 1956.

• **EUROPEAN DEPENDENT PROBLEMS** — Navymen looking forward to a tour in the European area had better think twice before making plans that involve dependents. Shortages resulting from the current international situation may make living conditions quite uncomfortable.

Here's the situation at press time:

- Except in Germany and parts of Italy, gasoline for privately owned vehicles is provided through private dealers or distributors. In several countries restrictions are already imposed upon retailers and consumers, and they could affect you.

- Fuel oil and other fuel for heating may be controlled or rationed, so the fuel oil pinch may be felt if you depend upon the usual supplementary space heaters, as most of them are oil burners. France and England are most seriously affected.

- A critical coal shortage exists in France. Several months' delay may be expected in filling orders.

- Panic buying of non-perishable foods has caused some local short-

ages. If you buy most of your supplies through the commissaries you will have little difficulty in this respect. If not, you will have to take your chances.

With reference to motor and heating fuels, bear in mind that, because you are used to a much higher consumption rate than most Europeans, any rationing plan will probably affect you pretty severely.

Take your family if you want to, but don't say you weren't warned.

• OFFICER FLIGHT TRAINING

Commissioned officers in the Regular Navy and Naval Reserve and those officer candidates whose training will lead to a commission in the line, may now apply for heavier-than-air flight training.

Basic requirements are that applicants must be less than 26 years of age at time of application, have successfully finished at least four semesters of undergraduate work at an accredited college or university, be physically qualified and aeronautically adapted and should not have been previously separated from any Army, Navy or Air Force flight training program except by reason of being temporarily physically disqualified. Also, candidates must make a score of at least three in both the Aviation Qualification Test (AQT) and the Flight Aptitude Rating (FAR).

In addition, Regular officers (other than NROTC) must sign an agreement not to resign during flight training and to serve on active duty for two years after being designated naval aviators. This period will be in addition to previously acquired obligated service.

Naval Reserve and NROTC officers must agree to serve on active duty in the Regular Navy and/or Naval Reserve for two years after being designated naval aviators, unless sooner released by the Navy. Complete information may be found in BuPers Inst. 1520.20A.



KEEP THIS IN MIND—There are nine other Navymen who want to read this issue. PASS THIS COPY ON.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 58 — Announced certain restrictions regarding the display of guided missiles and associated equipment. Stated that new weapons and experimental aircraft would not be displayed without specific approval.

No. 59 — Announced approval by the President of the report of a selection board which recommended Regular Marine Corps and Marine Corps Reserve officers for temporary promotion to grade of major.

No. 60 — Announced the convening of selection boards to recommend USN and USNR staff corps officers for promotion to lieutenant commander and lieutenant.

No. 61 — Announced approval by the President of the reports of selection boards which recommended USN and USNR men officers for temporary promotion to lieutenant commander and USN women officers for permanent promotion to lieutenant commander and lieutenant.

Instructions

No. 1416.4A — Describes a plan for the determination of professional fitness for promotion of active duty USNR officers.

No. 1440.5B — Promulgates instructions relating to changes in rate and rating of enlisted personnel.

No. 1440.10A — Announces additional instructions regarding procedures for conversion of aviation electronicsmen (AL) to aviation electronics technician (AT) and to extend for two years the terminal date for making this change in rating.

No. 1750.1B — Explains the provisions of the Uniformed Services Contingency Option Act of 1953 as it applies to naval personnel and sets forth the procedures and conditions connected with election of the an-

nuities available under this act.

No. 1710.1D — Establishes basic policies and procedures governing conduct of the All-Navy and Inter-Service Sports Championships.

No. 5321.2B — Promulgates revised instructions applicable to officer and enlisted allowances and complements.

Notices

No. 1650 (22 October) — Announced the names of USMC units which were awarded the Presidential Unit Citation and Navy Unit Commendation.

No. 1420 (24 October) — Announced the dates of rank of certain officers of the Medical Corps and Dental Corps.

No. 1416 (6 November) — Provided information concerning examinations to determine professional fitness for promotion of warrant officers.

No. 1430 (8 November) — Contained information regarding advancements resulting for the August 1956 examinations and the opportunities for advancement which it is estimated will result from the November 1956, February and May 1957 examinations.

No. 1520 (13 November) — Announced the selection of officers for the submarine school class convening in January at the Submarine School, New London, Conn.

No. 1133 (14 November) — Announced Change No. 2 to BuPers Inst. 1133.8, which is concerned with reenlistment in the Regular Navy or voluntary retention on active duty of inducted personnel.

No. 1111 (15 November) — Announced the annual nationwide competitive examination for appointments to cadetship in the U. S. Coast Guard.

No. 1130 (16 November) — Announced Change No. 3 to BuPers Inst. 1130.4C, which is concerned with enlistment or reenlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1510 (26 November) — Announced Change No. 1 to BuPers Inst. 1510.67, which is concerned with the local administration of enlisted correspondence courses for active duty personnel.

No. 1001 (29 November) — Announced Change No. 2 to BuPers Inst. 1001.21, which is concerned with retention on active duty and recall of enlisted Naval Reserve and Fleet Reserve personnel.

QUIZ AWEIGH

The submarine forces have always been a very strong, but silent, fighting arm of the U. S. Navy. Let's take a look into the submarine forces of today and yesterday to find out how much you know about them.



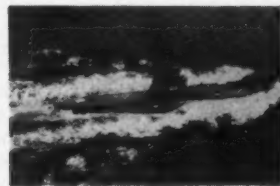
1. Here's a picture of a submarine that has the shape of ships to come. Look closely and you'll see that it is the (a) USS Nautilus (b) Albacore (c) Seawolf.

2. One of the outstanding features of this submarine is (a) it has a tear-drop shape and single screw (b) it has an atomic-powered engine (c) it has a tear-drop shape and twin screws.



3. The present-day namesake of this submarine has been in the news quite often during the past years. Her name is (a) USS Tang (b) Wahoo (c) Nautilus.

4. This submarine is among the three largest ever built by the U. S. to date. She belongs to the (a) Narwhal class (b) Balao class (c) Tang class.



5. A quick glance will tell you that this is the K-3 submarine. But do you know her name? She is the (a) Bonita (b) Bass (c) Bream.

6. There are three of this type of submarine. Each is 195 feet long and is manned by a crew of (a) 78 (b) 47 (c) 65.

You'll find the answers to this month's quiz on page 63.



"A DIFFERENCE? Of course there's a difference—in insignia and my monthly pay," says Jonathan Dowe, Warrant Officer, USN. "Add one to my sleeve and the other to my check and you couldn't tell me from an LDO. I'd still be doing the same job."

Is he right? Do Warrant Officers do the same work, fill the same billets but draw less pay than Limited Duty Officers? For that matter, what is a Warrant Officer? Is the warrant officer category necessary in today's Navy, or is it a relic left over from ancient history?

Similar questions have been asked



for years but no one quite knew how to answer them. Warrant officers themselves have been uncertain about their status. There has been even more uncertainty about the status and duties of the limited duty officer, which came into being under the Officer Personnel Act of 1947 (61 Stat. 795, as amended). Even before there were LDO categories to complicate the question, the status and duties of warrant officers were never made clear.

They are now. For the first time in the history of the Navy, a *Manual of Qualifications for Warrant Officers* (NavPers 18455) has been published for release and distribution in January 1957. (A similar project for limited duty officers is nearing completion and should be released at a later date.)

At last, bewildered warrants, personnel officers or enlisted ratings working toward warrant status can find the qualifications required for each category, and plan accordingly.

One of the questions most fre-

quently asked is "What's the difference between a warrant and a commission?"

Briefly, a warrant is an instrument conferring authority upon persons but is on a level not as high as a commission. Outside of military terminology, however, the two do have essentially the same meaning. As used in the Navy, the "commission" is a paper signed by the Secretary of the Navy for the President with the advice and consent of the Senate. The "warrant" is signed by the Secretary of the Navy for the President without reference to the Senate.

Historically, the warrant rank predates the U. S. Navy. An appreciation of its evolution may give a better understanding of its present significance. Of the pre-Revolutionary War warrant officers only three categories remain today—Boatswain, Gunner and Carpenter—and even these have been broken down into more specialized categories.

The changes in Gunner illustrate the development of most warrants. For many years, the Gunner was able to keep up with all technical advances in naval ordnance. At first, the guns, powder and projectiles were relatively primitive. As these improved more and more technical knowledge was demanded. Then, with the appearance of new weapons such as torpedoes, mines, bombs and early rockets the ordnance field figuratively exploded.

This evolution of naval ordnance forced a division of the areas of specialized knowledge and skills. Qualifications required in each area became more precise until today, the Gunner specialties are divided among five technical warrant categories: Aviation Ordnance Technicians; Ordnance Control Technician; Underwater Ordnance Technician; Surface Ordnance Technician; and Mine Warfare Technician. The knowledge and skill demanded of

a warrant officer in any one of these areas are many times greater than that, say, of the Gunner of 1864.

When it became necessary for the Colonies to prepare for sea warfare the Continental Congress provided for the purchase and construction of ships. The following ranks were to man them:

Commissioned — Captains and Lieutenants.

Warranted — Surgeons, Purser, Boatswains, Gunners, Carpenters, Master's Mates, Chaplains, and Secretary of the Fleet (a clerk for the Commander-in-Chief of the Fleet).

Petty Warrants — Midshipmen, Captain's Clerks and Surgeon's Mates.

Status of the various officer ranks of the early U. S. Navy often changed. Chaplains and surgeons were sometimes listed as warrant officers, at other times they were not. The billet of "Surgeon's Mate" was listed in turn under the headings of officer, warrant officer, petty officer and commissioned officer.

Despite the lack of uniformity, and the uncertainty of status, the history of the warrant rank shows that it has always been a rank of specific technical knowledge.



So much for the confusion, uncertainty and evolution of the warrant officer. Let's get back to the present.

The new *Manual of Warrant Officer Qualifications* states: "The role of the Warrant Officer in the career structure of the U. S. Navy is that of an administrative and technical specialist in a prescribed occupational area. His career pattern provides for increasing administrative



and executive responsibilities as he advances to commissioned warrant status."

The *Manual* defines the qualifications needed in each occupational area, the academic work necessary, and the experience pattern that should be followed. Through its use, it will be possible to have better competitive examinations and a more effective training program in each category. With better understanding of the qualifications, warrant officers will be utilized to greater advantage for their own benefit and for the needs of the service.

The differences between warrant



officer and limited duty officer qualifications and duties will be more clearly defined with the publications and distribution of the *Manual* for warrants, but it will be definitive when the *LDO Manual* reaches the distribution stage. The differences will be reflected in abilities, assignment patterns and responsibilities—not just in time in service, insignia and pay check.

In the *Manual* you will find that there are 24 categories—from Boat-swain to Bandmaster—with definite qualifications requirements in each category for satisfactory performance in billet assignments appropriate to that specialty.

The *Manual* specifically sets forth the general qualifications which must be met by all warrant officers. There are, for example, 18 General Performance Items. As a sample, No. 6 says: "Manage a division quarterly allotment, and control utilization of materials within the allotment." Number 16 requires that you: "Identify major types and classes of United

States naval ships and aircraft."

In addition, under the general WO qualifications section, there are 33 academic requirement items. Keep the word "know" in mind as you read No. 7, which states: "Procedures for preferring charges in accordance with the Uniform Code of Military Justice and content and scope of articles 15, 31, 133, 134 and 137." Number 19 requires that you know: "principles and techniques of leadership with respect to: (1) motivation of personnel; (2) maintenance of morale; (3) individual example of bearing and manner; (4) acceptance of responsibility and delegation of authority." To meet the requirements of No. 27, you must know: "General shipboard and small boat safety precautions; general safety regulations for working in the vicinity of aircraft."

Professional qualifications for each of the 24 categories have individual sections covering, in detail, the requirements for each specialty. To take one at random, Construction Electrician (759):

"Construction Electricians are technical specialists in the field of electricity. They serve as assistants to commanding officers and officers in charge of units of the naval construction forces, public works officers, and officers in charge of construction, and may serve as officers in charge of detachments. They provide technical advice and information concerning uses, capabilities, limitations, and reliability of lighting, power distribution, and telephone systems and equipment; analyze, solve, and correct electrical operational and maintenance problems; and supervise and direct installing, operating, testing, maintaining, and repairing of lighting, power distribution, and telephone systems, and related equipment. They develop and supervise training programs; supervise preparation and maintenance, and submission of personnel and material records and reports; and supervise procurement, stowage, preservation, and utilization practices for electrical equipment and repair parts."

How does a WO differ from a CPO? In most instances, the warrant categories stem from more than one enlisted rating. While a chief petty officer is responsible for qualifications in one rating only, the warrant officer has administrative and technical duties and responsibilities for

training subordinates that are much greater and cover much broader areas.

And how does a WO differ from an LDO? There is also a big difference between the functional areas in which warrant officers and limited duty officers operate. The WO is usually restricted to assignment in his specialty and is not normally expected to assume command duties



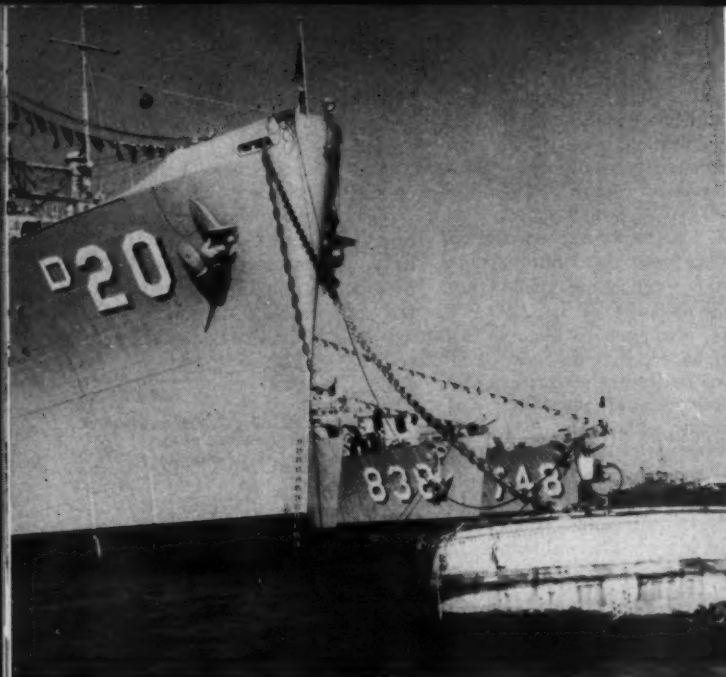
except in certain emergencies when a warrant officer of the line may succeed to command. A limited duty officer is often expected to broaden his qualifications beyond his specialty and to assume many collateral duty assignments traditionally associated with officers of the line. He may be responsible for an occupational area equivalent to an area covered by two or more warrant officer categories. It is comparable to the difference between the areas of a CPO and a WO. The scope of the Ordnance LDO, for example, encompasses that of Surface Ordnance Technician, Ordnance Control Technician, Underwater Ordnance Technician and Mine Warfare Technician. He has, to some extent, moved into the general area coverage of the early day Gunner.

There are, however, four warrant categories not included within the occupational area of any LDO category. These are Bandmaster, Photog-



rapher, Medical Service Warrant, and Dental Service Warrant.

Today, Jonathan Dowe, Warrant Officer, USN, can see for himself the qualifications requirements for his specialty spelled out. He can check the differences between those and the new ones he will have to satisfy if he becomes an LDO. If he desires broader responsibilities, an addition to his pay, and greater challenge, he is in line to compete for a limited duty officer commission, provided, of course, he is otherwise qualified.



Seagoing Service Station

SHOPS BEGRIMED by countless man-hours of repair work, ships characterized by spaces alien to the Navy's ordinary man-o-war's-man—these are the very heart of *uss Hamul* (AD 20) and a group of sister tenders who specialize in keeping a large part of the Navy's fighting forces, be they men or ships, in top fighting form.

Hamul, as most Pacific Fleet sailors know, is one of the destroyer tenders serving the Fleet. Some of those on board her will tell you that she's a mistake from the name on her stern right on forward to her eyes, while milder ones are content

to call her "sort of left-handed for a Navy ship." Those accustomed to the sleeker silhouettes of carriers, cruisers or "tin cans" are likely to find her profile cluttered.

With the men who know ships best, however, *Hamul* is a workhorse of a different color: her senior first class and chief petty officers seem to be pretty well agreed that AD 20's current status may be summed up by the classic "good officers and crew, good chow and good liberty."

Originally built for the U. S. Maritime Commission, *Hamul* was laid down at Kearny, N. J., as

ss *Sea Panther*, hull number 164. The 16,000-ton, 492-footer went into operations as ss *Doctor Lykes* and made runs in both oceans before being taken over by the Navy and commissioned as a cargo ship (AK) in June 1941.

Renaming was in order when the Navy decided to commission the ship—and from this action grows the story that *Hamul* is the only ship with a misspelled name. AKs are customarily named after astronomical bodies or counties in the U. S., and apparently "Hamul" was intended to be "Hamal," a star of the second magnitude in the constellation Arietis. The letter recommending the name spelled it "Hamul," however; so that's the way it was approved by the Secretary of the Navy, and the way it has been ever since.

As AK 30, *Hamul* pulled duty in the initial occupation of Iceland, as a camouflage experiment ship, as a member of a convoy equipped to establish a base in the Pacific's Society Island group. Then, in May 1942, AK 30 entered a shipyard for conversion to destroyer tender.

Placed in full commission as AD 20 in December 1942, *Hamul* has been pulling duty around the Fleet ever since—so continuously in fact that the anonymous author of a

RUGGED AND READY—DDs and DD men of AD 20's briny brood are kept battle-ready through services provided by tender's hard-working crewmen.



ALL HANDS

shipboard history makes the laconic statement that *Hamul* in 1954 "spent her first Christmas in the States since 1947"—and until this year she hasn't had another chance at Stateside Christmas festivities.

A casual ramble around her weather decks is likely to give a cruiser or BB man the impression that *Hamul*, currently moored to a buoy in Long Beach, is a lazy-type ship, although you'll usually find a few men chipping paint here and there, perhaps a garbage detail on the fantail and a handful of blue-jackets performing other tasks. Even her "nest," consisting of USS *Walke* (DD 723), *Ernest G. Small* (DDR 838) and *Harry E. Hubbard* (DD 748) when ALL HANDS pulled alongside *Hamul* at Buoy Six, showed little topside activity except in the vicinity of their quarter-decks.

But *Hamul's* repair office and her innumerable shops are busier than a beehive in midsummer. And they are an AD's "main battery," according to a member of the Navy's West Coast Board of Inspection and Survey.

From the superstructure to deep within the hull, AD 20's shops and offices are alive with activity. The jigsaw complex of compartments which form her working spaces are loaded with the men and equipment needed to provide practically any repair or service to the DDs and their crewmen, or to most any other

ship in the vicinity. They're ready, whether you want a container of ice cream or dental care, have a rush job requiring the services of the canvas, compass or carpenter shops—or the blacksmith, boat, boiler repair, electrical, machine, optical, pattern, photo, print, radio repair, sheet metal or shipfitter's shops. If none of these, then maybe your ship requires a little fast service from the pipe shop, or from a foundry capable of casting and machining parts from pig iron or an alloy.

Tender services of a more personal nature are available from the Chaplain's office (on *Hamul*, suggestively located right next to the Repair Office); or from the Sick Bay, Dental Office and Prosthetics Lab, each staffed by well-trained technicians and medical personnel.

Like most ships designed for one purpose, then forced into a different mold, AD 20 is cramped for space. In many of her shops you will find a bunk or two, or three, or four, some for the use of night duty men, others the regularly assigned billets for members of the shop's force. Some of her working spaces are unhandily located; others abound with minor inconveniences.

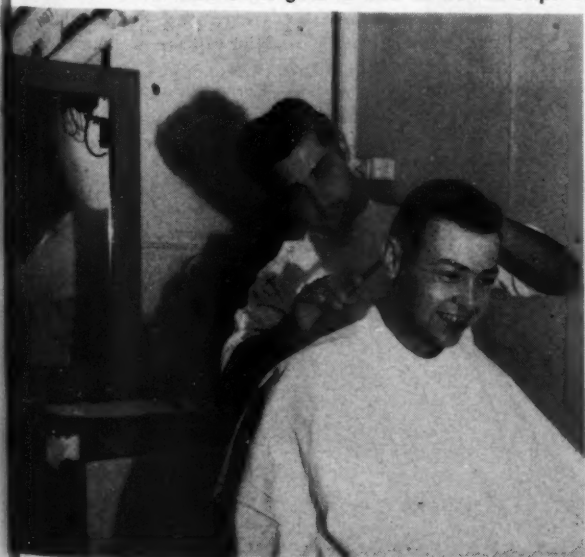
It has often been said, however, that "the crew makes the ship," and *Hamul's* complement of nearly 30 officers and 700 enlisted men lend strength to the statement. According to one crew member—anonymous naturally—the officers, from the

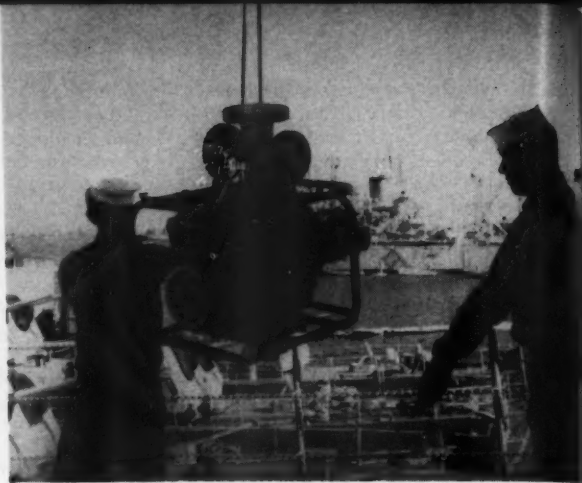
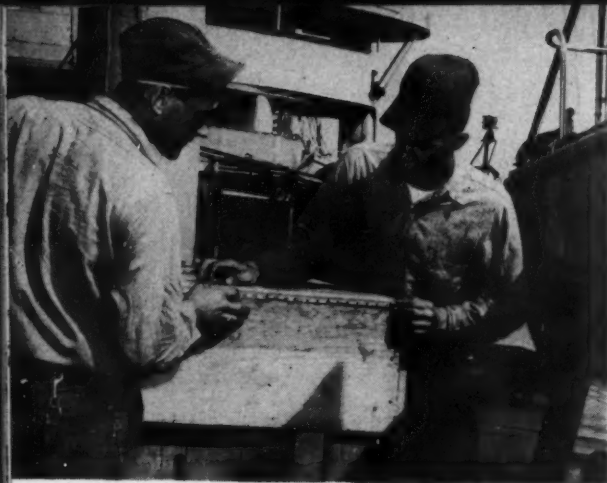


ELECTRICIANS keep things humming. Above: They test a power panel. Below: EM winds form-fitted coil.



HAMUL'S TENDER CARE goes to men as well as ships. Left: *Hamul* man gets clipped. Right: Dentist's waiting room.





VERSATILITY keeps ships shipshape. **Left:** Carpenters at work. **Right:** Portable pump is hoisted aboard for repair.

skipper (CAPT W. P. Schoeni, USN) and the "exec" (CDR W. E. Fuller, USN), right on down the line, are men who lean toward that kind of leadership which sets a standard, gives guidance or lends a hand if necessary—but leaves the chiefs and "indians" alone to turn out their best work while keeping abreast of their work schedules.

A cross section of the 700 reveals such varied shipmates as:

- Francis P. Sullivan, EMC, USN, *Hamul's* chief master-at-arms, who first joined the Navy in 1939, and has since racked up an enviable record of 4.0s for conduct, proficiency in rate and leadership.

- James W. Schaaf, ML3, USN, a quiet, clean-cut, serious craftsman who threw over a good job as a molder with one of the nation's largest aluminum companies to rejoin the Navy and get away from "a lot of petty bull."

- Ernest H. Blair, SH2, USN, another quiet one. As proprietor of

"Blair's Tailor and Cobbler Shops," he stands ready to tailor a uniform, patch torn dungarees, or put new soles and heels on a worn pair of shoes.

- Walter E. McGrail, PH3, USN, who is characterized by some of his shipmates as "a true Navyman in the old tradition," can (with the aid of his striker, William M. Fisher, SN, USN), turn out identification card photographs and laminate the finished cards for a whole nest of ships, or with equal ease produce a photographic record of change of command ceremonies, inspections and similar functions.

- Charles F. Bantuelle, FN, USN, is always ready to declare, "I'd rather be back in Texas," but he likes his present job as librarian and assistant to Chaplain William H. O'Connell, LT, CHC, USNR. And there are many others.

Some of these, like most of *Hamul's* men, can do their share of griping when asked how they like

duty in AD 20, but most of it seems to be "sound and fury, signifying nothing."

Even as your destroyer man will tell you that "tender liberty" has its good points, your *Hamul* man will admit that duty on board that tender also has its good points—ranging all the way from recreation facilities to duties that are varied, interesting, and of a type to give a man a sense of accomplishment when his day's work is done.

And there are other signs which belie any gripes: The banter to be heard about the mess decks at meal time, for instance, or the way *Hamul's* liberty parties conduct themselves after an evening on the beach.

The real spirit behind this hard working ship is summed up by such signs as the one appearing on the boiler shop's expanded metal bulkhead—"The impossible—2 hours, A miracle—2 days."

—Barney Baugh, JO1, USN

A-1 SERVICE—Sick bay (left) keeps destroyermen healthy. 'Tailor and cobbler shop' (right) keeps them well-dressed.



High Floating Research

SUPERSONIC JET planes may skim along at speeds exceeding 1000 miles per hour and rockets may soar hundreds of miles above the earth's surface, but research and development of both is still tethered to the fragile and helpless free flight balloon, bobbing aimlessly at the mercy of the slightest breeze.

This is the story of these apparently ineffectual bumbushoots, and of how the Navy has learned to probe with them the outermost frontiers of science.

In addition to the relatively prosaic task of gathering weather information, modern day balloons are used for studies in astronomy, aeromedicine, cosmic rays, astrophysics, geophysics and military science.

These studies have been made possible largely through the Navy's interest in ballooning. Navy research and experiments in the *Skyhook* program have resulted in the development of a new type plastic balloon which has opened the stratosphere to scientific research. *Skyhook* was inaugurated in 1947 to obtain cosmic ray, meteorological and other geophysical data. This project has been continued to date. Accomplishments have been made whereby the stuff of dreams of 10 years ago are now a sober reality.

Original dreams of a manned space laboratory were fulfilled in August 1956, when two naval observers completed a high-altitude meteorological experiment while on a *Skyhook* plastic balloon flight. In this initial manned flight, the observers rode in an open fiberglass gondola suspended below a balloon constructed of polyethylene plastic only .002 inches thick. They reached an altitude of 40,000 feet.

The observers making this flight were LCDR M. Lee Lewis, USN, a former enlisted man who is assigned to the Bureau of Aeronautics, Washington, D. C., and Mr. M. D. Ross, a meteorologist for the Air Branch of the Office of Naval Research.

The initial manned plastic balloon flight was just the beginning, however, for in November, Lewis and Ross in their second Stratolab flight established an unofficial altitude record for a manned balloon flight when they soared to 76,000 feet above the earth's surface. Taking

off from the Stratobowl, in the Black Hills, near Rapid City, S. D., the two veteran balloon experts reached ceiling in two hours and 51 minutes. It took them, however, only an hour and 21 minutes to come down. They made a "crash" landing seven miles northwest of Brownlee, Nebraska, 140 miles from their take-off point.

In this record-making flight Lewis and Ross rode in a spherical, pressurized aluminum gondola that was partially built in 1946 for Project Helios, but was never used. It is a true "space" cabin and might even be considered adequate for a trip to the moon. Flight instruments are mounted on a panel on one side of the gondola while scientific instruments and radio controls are installed on the other. By such an arrangement, each of the men could easily observe the panels and control the equipment. This space laboratory is attached to the balloon by a net arrangement with nylon webbings cradling the gondola.

It is expected that the Navy's manned Stratolab program will supplement the current (unmanned) *Skyhook* project. Its objective is "to

provide a laboratory facility for observers in the stratosphere to conduct unique experiments and make scientific measurements that have never before been possible, at altitudes ranging up to 100,000 feet." This concept of a "space laboratory," however, is a far broader one than that envisioned in 1946. It is based on a need for scientific data which can only be obtained at this time by the balloon flight method. A balloon-borne lab is a practical, economical method to obtain data in the fields of astronomy, astrophysics, and physics of the upper atmosphere.

The Naval Medical Research Institute tracked both Stratolab flights with an airplane equipped as an aeromedical laboratory. In this flying medical lab, a team of Navy scientists headed by Captain N. L. Barr, (MC) USN, evaluated data from a radio broadcasting version of an electrocardiograph which recorded the heart reactions and respiratory conditions of Lewis and Ross. Captain Barr conducted tests on Lewis and Ross in an effort to determine if high altitudes cause adverse physiological or psychological effects.

READY FOR THE BALL—Navy scientist M. D. Ross checks Stratolab gear prior to entering aluminum gondola for a record-breaking balloon ride.



To insure adequate safety of the observers during the high-altitude balloon flights, experts carefully analyzed every problem and determined requirements for each phase of the flights. Thus a sound approach was made by determining what would go into the gondola, what was needed on the ground, available components and development required. In the event of an emergency, the gondola was rigged to a 64-foot cargo-type nylon parachute. Both Lewis and Ross also wore parachutes and partial pressure suits in the event they had to bail out of the gondola.

The Navy's pursuits in the use of balloons for upper atmosphere research can be traced with the development and expansion of the Office of Naval Research which has pioneered in this field. ONR was established in 1946 and one of its first endeavors was in the field of stratospheric research.

At that time it was felt that there was a need for establishing a stable platform in the upper atmosphere from which scientific information, never before available, could be collected. Such information would be of value in upper atmospheric physics, nuclear energy, cosmic radiation, and in connection with transonic high-altitude flights.

Before this space laboratory could be established, a means of getting it to the desired altitude and keeping it up long enough to make the desired observations had to be figured out. Planes and rockets, both capable of

reaching the stratosphere, proved impracticable as their inherent limitations prevented them from maintaining observers in the stratosphere for extended periods.

Balloons seemed to be the only answer to this problem but existing rubber balloons had extreme limitations at high altitudes.

A substitute for rubber was found early in the game. According to LCDR Lewis, the Navy utilized the ideas of Dr. Jean Piccard, noted chemist and aeronautical engineer, who believed plastic could be successfully substituted for conventional balloon material. Lewis, who has worked in aerology since enlisting in the Navy, served as meteorological officer during Piccard's attempt to ascend in a plastic balloon in 1946.

With plastic balloons appearing to be the vehicle required to carry the proposed research platform into the stratosphere, the Navy put its plans into action by inaugurating Project Helios. This was one of ONR's first major projects and the Navy's first real attempt at upper atmosphere research.

Project Helios called for the construction of a cluster of plastic balloons capable of making a flight into the atmosphere with a manned gondola equipped with a battery of scientific instruments. This balloon-borne space laboratory was expected to go to a height of 100,000 feet and remain there for about 10 hours. Data was to be collected from the time of launching until the balloons were recovered afterward.

The concept of this system was the use of a lightweight plastic which permitted a reduction in the weight of the balloon itself to a fraction of that of rubberized fabric balloons. Thus, the light-weight cluster of plastic balloons would be able to reach greater altitudes.

Plastic was more practical than rubber, not only from the standpoint of weight but because of its low cost. In spite of today's high cost of living, a plastic balloon costs much less than a rubber balloon did when the previous high-altitude record for a manned balloon flight was set more than 20 years ago. The polyethylene plastic used in making *Skyhook* balloons costs less than five cents a square yard while the rubberized material formerly used cost about \$2.00 per yard.

After a year's study, Project Helios was dropped as the technology of plastic balloon flights had not been developed to the stage where manned flights would be feasible. However, even if the Navy technicians never got off the ground Project Helios could not be called a failure. It was successful in proving the value of plastic balloons for upper atmosphere research. Although not sufficiently advanced to permit manned flights, the plastic balloons were developed to the extent where they could carry radio-controlled scientific instruments to high altitudes for periods ranging from a few hours to a day or more.

These instrument flights provided a means of collecting some, but not all of the desired information that could be obtained from a manned platform. They did, however, provide information never before available and opened to scientists an entire new field of research.

Accordingly Project *Skyhook* was launched. It was from this, the Navy's second phase in probing the upper atmosphere, that the famed plastic gas bags were tabbed "*Skyhook* balloons."

Larger, single balloons replaced the previously planned clusters. The Navy's first plastic balloon flight was made from St. Cloud, Minn., on 27 Sep 1947. Carrying a payload of 63 pounds, the large pear-shaped gas bag went about 100,000 feet before descending at Eau Claire, Wis. Since that initial flight more than 1000 *Skyhook* balloons have been sent aloft from locations throughout the U.S., Canada and Japan. Flights

ON THE UP-AND-UP—Balloon leaves deck of USS *Staten Island* (AGB 5) to gather information on cosmic rays during Operation Mushrat in 1953.



have also been made from Navy and Coast Guard ships in the Atlantic and Pacific, as well as in the vicinity of the North Pole and the equator.

Projects such as *Skyhook* and other Navy research programs are made possible only through the joint efforts of the Navy, private industry and the research facilities of colleges and universities. Today, many of the same people, both military and civilian, and the same activities that combined scientific talents more than 10 years ago are still working together in connection with the space laboratory or other phases of the over-all *Skyhook* program.

Transosonde

With the potentialities of *Skyhook* proven, the Navy began to use these balloons to collect weather data. This idea came from the Japanese balloon campaign during WW II. It was discovered that the balloons launched from Japan followed much the same course as the major storm centers and traversed one of the larger and more important ocean areas for which, until that time, no weather data coverage was available.

The Japanese balloons in their flights across the Pacific, offered a potentially valuable approach to the collection of upper meteorological data. This approach took form in 1949 when a Navy aerological team commenced the collection of stratospheric wind data obtained from floating balloons.

In the transosonde system, balloon-borne weather stations are sent aloft and controlled to float along a standard pressure surface for several days. While in flight, radio signals are sent out from 50-watt radio transmitters which permit the balloon to be tracked by land-based direction finder stations. At pre-set intervals, readings of the temperature, air pressure, wind velocity and other meteorological data is also transmitted by code while the balloons are airborne.

The Navy's transosonde program is carried on jointly by the Bureau of Aeronautics and the Office of Naval Research. The first flights under this program were made at Tillamook, Ore., in the fall of 1952 and from Minneapolis, Minn., in the spring and summer of '53.

Among recent phases of the transosonde program was the launching of a series of 20 balloons from the Naval Air Facility at Oppama, Japan. These flights gathered infor-



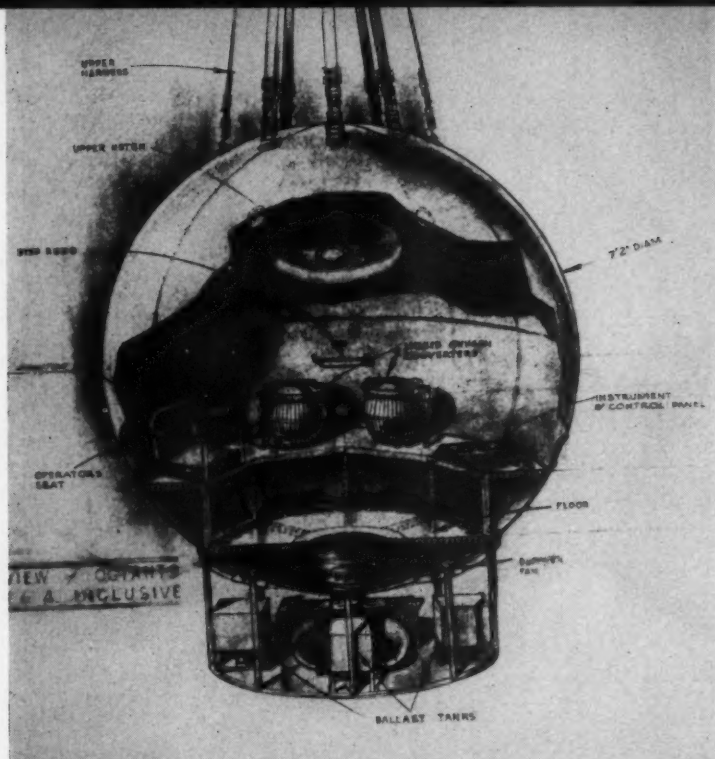
KING OF THE BALLOONS, a large plastic *Skyhook* hangs in the dark sky of Black Hills of South Dakota waiting to carry Navymen sky high.

mation from the jet stream, a high moving air current that moves from Japan across the Pacific, to the U. S. From this information meteorologists were able to determine the speed and direction of the wind, as well as to plot pressure contours for the jet stream, similar to the more familiar weather maps published in the daily papers.

The trans-Pacific transosonde flights were made with plastic balloons of the *Skyhook* type, 39 feet in diameter. Carrying 200 pounds of weather and communications instruments, complete with necessary

power supplies, the balloons also carried 400 pounds of ballast, sufficient for flights up to six days. They were designed to probe the skies at an altitude of 30,000 feet. If they descended below 28,000 feet, an automatic device ended the flight and lowered the equipment by parachute.

The person in charge of the Navy's transosonde program is none other than LCDR Lewis. He heads a team consisting of one chief warrant officer, five enlisted aerographer's mates and three aviation electronics technicians. Before going to Japan, Lewis and his nine-man tran-



WHERE'S STARBOARD?—Artist's drawing shows interior of space ball. Pressurized sphere carried its two passengers up to height of 76,000 feet.

sonosonde team conducted tests across the Atlantic from Weeksville, N. C. Since completing the trans-Pacific operations. They have been engaged in evaluating results of the flights from Japan, and conducting a new series of balloon flights at Fallon, Nev.

Commenting on the tests from Japan, Lewis feels they were very successful. Of the 20 balloons launched, five of them landed in the United States. Upon take-off they rose from sea level to 30,000 feet where they were intercepted by the jet stream. Some crossed the Pacific at speeds more than 200 miles an hour. The balloons that made it to the U.S. landed at Forest, Miss.; Detroit, Mich.; Brownsville, Tex.; Denver, Colo., and Long Island, N. Y. They flew an average of 5581 miles from their launching site. Actual mileage, however, is much more than the Great Circle distance between Japan and the points where the flights ended, as the balloons zigzagged with the jet stream.

Of the 20 launchings, balloon number 15 was considered by Lewis to have been the most successful. It crossed the Pacific, then the United States and the Atlantic Ocean on a

straight line. In three days and 18 hours it traveled more than 10,000 nautical miles at an average speed of 110 knots. Three days after leaving Japan, balloon No. 15 was reported to be 300 miles west of the Madeira Islands. At that time, it was still at an altitude of 30,000 feet and cruising at a speed of 120 knots. It reported temperatures of 55 degrees below zero almost six miles above the Portuguese islands which are known for their sunny skies and ideal climate. The equipment was later recovered by a Dutch merchant vessel in the Mediterranean, just east of the Strait of Gibraltar.

"All of the flights were not that successful," Lewis said, "In fact, our first launch fell into the Pacific some 24 hours after it left Oppama and one took a swim about 600 miles from Hawaii. One of the plastic bubbles pulled a fast one on us, and went exactly 180 degrees off course." Another had a defective ballast mechanism and dropped its gondola into the Pacific after it had risen to 48,000 feet and before its safety devices were activated. In spite of these failures, Lewis termed the project "highly successful."

Currently the Navy plans call for putting the transosonde system into

use over both the Atlantic and Pacific. As a standard part of the Navy's vast weather forecasting program, information gathered on such flights would be passed to weather organizations of all nations. This would give the world a source of weather information that is now unavailable.

Cosmic Ray Studies

The field of cosmic ray research is perhaps the most interesting of the many uses for which the Navy's plastic balloons are used. During the last nine years the Office of Naval Research has sponsored cosmic ray investigations at various latitudes from the equator to the North Pole in a continuing probe of the stratosphere.

High-altitude cosmic ray measurement was one of Project Skyhook's original purposes. In recent years, however, such studies have been jointly conducted with the Atomic Energy Commission.

In 1953 Projects *Mushrat* and *Churchy*, a part of the over-all Skyhook program, were carried out in the extreme northern latitudes and on the equator. (See *ALL HANDS* of December 1953, pages 10-11). These projects resulted in the collection of data concerning the mysterious particles which bombarded the earth's atmosphere from the vast vacuum of outer space. Cosmic ray research during these tests was conducted at altitudes of 23 miles, or above more than 99 per cent of the earth's atmosphere. Studies at this and even higher altitudes are required in order to examine cosmic radiation in its original form. Once cosmic rays strike the atmosphere, their nature is changed.

It is possible to collect cosmic data during balloon and rockoon flights by means of neutron counters, from Geiger counters or ionization chambers located in the nose of rockets. The data concerning cosmic radiation is measured during the rocket's entire flight and is telemetered (radioed) to the ship or launching station where it is recorded and analyzed. For this reason, it is unnecessary to recover the rockets after flight.

Today, the Navy and Atomic Energy Commission are continuing such studies. Among recent tests was a series of 10 flights from the Goodfellow Air Force Base at San Angelo, Tex. During January '55 and '56, more than 20 flights were

made from that base by *Skyhook* balloons measuring up to 90 feet in diameter. Each balloon carried about 150 pounds of instruments for studying the high energy nuclear particles from outer space. These instruments were parachuted to earth upon the end of each test.

During the past year other *Skyhook* flights were launched from Minneapolis, and International Falls, Minn., as well as from Iowa City, Iowa. A new series of *Skyhook* balloon flights are scheduled for this month (January 1957) from Guam. This operation will bear the title of EQUEX '57.

Skyhook balloons come in various shapes and sizes. They range in diameter from one foot to an extreme of 200 feet. They are often as long as a 10-story building. Sometimes the plastic bags are spherical or pear shaped. Owing to reflections from the sun and their unusual shapes, the *Skyhook* balloons have often been reported as flying saucers.

Weather conditions must be perfect before the balloons can be launched. Because of their large physical size — sometimes up to 135-feet in length when inflated, and the frail nature of the polyethylene, only one or two thousandths of an inch thick — great care must be taken when preparing them for flight.

When wind and weather conditions are perfect, the balloons are taken out of their boxes and laid on a protective ground cloth. Helium is then inserted by an inflation tube,

passing directly to the balloon's crown. The outside is held by a plastic "reefing" tube which protects the balloon from damage and prevents it from billowing out like a sail in the wind.

As the helium flows in the balloon begins to rise into the air. As it grows larger it becomes more buoyant and continues to rise until the entire balloon is in a vertical position. Inflation continues until the balloon is able to lift the weight set for the flight, plus a predetermined amount of free lift. This phase of the launching is known as "weighing-off."

When the balloon lifts the required weight, the flow of helium is stopped and the inflation and reefing tube is removed. After the gondola, rocket, or bundle of scientific instruments is attached, then the balloon is ready for take-off. For the rockoon flights, the balloon is sent up about 100 feet on a line from a winch before the rocket is attached.

The balloons are only inflated to about 10 per cent of their volume at take-off. As they rise, the helium expands, filling out the balloons until they reach ceiling altitude, where they're filled to capacity. Any excess helium pressure is valved out and the balloons float at static equilibrium.

The largest plastic balloon ever built, the *Super Skyhook*, was launched from the University of Minnesota airport on 18 May 1954. It soared higher than 117,000 feet.

This super balloon occupied more than three million cubic feet in volume and carried almost 400 pounds of Navy instruments.

On 7 Sep 1956, a new type plastic balloon, developed by the University of Minnesota under a Navy contract, set a new balloon altitude record. It went up to a height of 143,000 feet. This flight was a significant breakthrough for furthering the high-altitude research program. It opened the way to new and intriguing research as up to this time, upper atmosphere balloon research had been limited to altitudes of approximately 120,000 feet. This higher altitude will establish a new threshold for scientists.

Through the use of balloons, the extent of future stratospheric research seems unlimited. Navy scientists today believe that by the rockoon method they can send a rocket to the moon in the not-too-distant future. They speculate that a 4,000,000 cubic foot *Skyhook* balloon can carry a solid-propellant step rocket with a four-pound payload to a height of 70,000 feet or more before it's launched.

They also feel that balloons may be used in the future for launching man-made satellites. Present plans call for shooting the man-made moon into its orbit during the IGY by means of a three-stage rocket. It is felt that in the near future balloons could carry the satellite into the stratosphere where the true conquest of space will begin.

—H. George Baker, JOC, USN

COOL LAUNCHING SITE—In cold night air helium is pumped through long plastic tube leading to balloon.

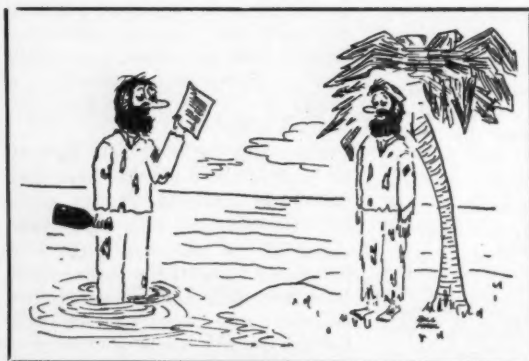




"dere Sally—the Navy made me a tipest."



"Well you see sir, it's been my experience . . ."



"It's from us."

The Winners

THE SECOND ANNUAL All-Navy Cartoon Contest has pulled into port with its salty humor. After off-loading on the shores of BuPers the top five of the crew were selected and are passed on to you.

Top right: First place winner entered by **Robert Jackson Greaves, HMC(SS), USN**. *Top left:* Second place cartoon by **Robert Carola, SA, USN**. *Left:* Third place cartoon by **William R. Maul, CT3, USN**. *Bottom left:* Fourth place winner by **Paul Bernard Kincade, PNC, USN**. *Bottom right:* Fifth place cartoon, a panel by **Theo. H. Tennant, YNCA, USN**. Winners will receive trophies.



"I see you don't have a Good Conduct Medal either, Admiral."



Sailors with an All-Navy Sense of Humor

IT'S A SAD STATE of affairs when a person can no longer find some humor in his job or situation. A philosopher—who had been to sea—once said that laughter and humor ails the heart and mind. You'll have to go a long way to find a Navyman who can't laugh.

The entries in the 1956 All-Navy Comic Cartoon Contest underline this theme of humor as many of the shipboard routine, transfers and cartoons submitted were parodies on habitability, junior-senior relations, training.

The only requirement to enter this contest was that the person be on active duty (or be a dependent of a man on active duty) for more than 90 days, and naturally, that the entry be in good taste. The theme of the cartoon, of course, must be some phase of Navy life.

In the 1956 contest, more than 250 cartoons were submitted in the competition. In addition to the five winners and five honorable mentions published here, a number of other cartoons which were entered in the contest will be published in coming issues of ALL HANDS Magazine.

Persistence must pay off. Two contestant cartoonists, who last year gained honorable mentions, moved into the select five this year. Wm. R. Maul won third place while Theo. H. Tennant placed fifth.

• The only other repeater in the 1956 competition was H. G. Walker, QM1, USN, of USS *Mulberry* (AN

27), again as an honorable mention. Besides Quartermaster Walker, the other winners of spots as honorable mention were:

• Frederick E. Cooksey, RMC (SS), USN, of USS *Thornback* (SS 18), whose cartoons won two honorable mentions.

• Howard E. Sweitzer, PFC, USMC, of the Marine Detachment, Retraining Command, Portsmouth, N. H.

• Paul B. Kincade, PNC, USN, Research Field Activity, San Diego, Calif., who also had a cartoon in the top five.

The interest shown in the All-Navy Comic Cartoon Contest, one of the variety type contests sponsored by the Chief of Naval Personnel, has received great widespread interest and will be conducted annually. Now, then, is the time to start thinking about and drawing your cartoons for the 1957 contest.

In case you don't remember, dependents are also eligible to enter the All-Navy Comic Cartoon Contest. If your dependent has a gag he or she wants to enter, the Navyman should submit them as he would his own. The dates of the 1957 contest will be published in a 1710 series BuPers Notice.

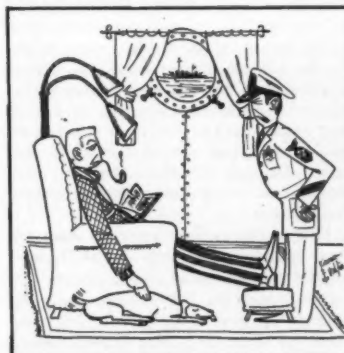
Other "variety" type contests planned for 1957 include the fourth annual All-Navy Talent Contest and special events in various fields of sports.

Honorable Mention,
F. E. Cooksey, RMCA (SS), USN



"Been waiting long, Boats?"

Honorable Mention,
P. B. Kincade, PCN, USN



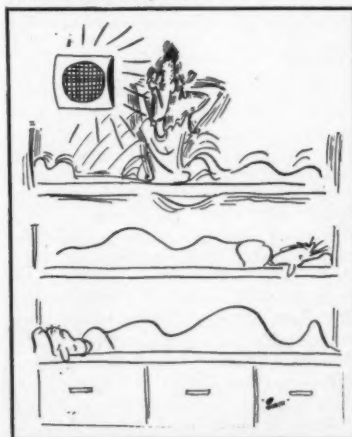
"Fosdicke, the Captain feels that your habitability program conflicts with that of the ship!"

Honorable Mention,
F. E. Cooksey, RMCA (SS), USN



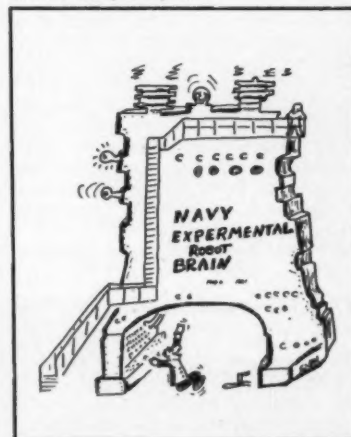
"Evans, W., intelligent, diligent, fine leader, will go far."

Honorable Mention,
PFC H. E. Sweitzer, USMC



"Now hear this!"

Honorable Mention,
H. G. Walker, QM1, USN



"Success! Success! . . . It just submitted a request for transfer."

LETTERS TO THE EDITOR

There's Navy in the Money

SIR: Could you tell me if there was ever a coin minted in honor of the Navy? I have come upon a copper coin that has "Our Navy" on one side and on the other four flags, a drum and two ancient cannons. One cannon has the inscription "Union" on the barrel while the other has the numerals "61". The coin is about the size of a penny.

—D. C. B., SW1 USN.

• Our editor-in-charge-of-coins has been pinching pennies ever since he fell out of the piggy bank, and he says the "coin" that you've found is actually one of the thousands of different "hard times tokens" which came into vogue around 1820 and were in general use until shortly after the Civil War. Minted in copper, brass, silver, nickel and other metals, these tokens were issued by merchants to be used as change when real money was rapidly disappearing from circulation because of hoarding practices. They were never known as "money" but served the same purpose. Designs of these tokens were varied and many had patriotic designs and legends.

You might be interested in knowing that one token minted in 1837 bore on one side the head of the Goddess of Liberty and on the reverse side the phrase "Millions for Defense, Not One Cent for Tribute." This legend was a reminder of our need for a strong Navy in the late 1790s before our disagreement with France.

Other tokens, such as "Our Navy" and "Our Army," placed in circulation at the time of the Civil War, praised the fighting qualities of the nation's armed forces. A typical one has the words "Army and Navy" inscribed on one side surrounded with a wreath and bearing a crossed-swords-and-anchor design at the bottom, with the legend "The Federal Union — It Must and Shall Be Preserved" on the other.

Our numismatist (that's the same penny-pinching editor) says a man who wanted to learn all about hardtimes tokens could spend a lifetime on research, since tokens are still coming to light that have never been classified.

—Ed.

'Over There' with 'A Grand Old Flag'

SIR: I read in a magazine recently that George M. Cohan was awarded a Medal of Honor during World War I for writing the hit song, "Over There." I thought that this medal was awarded only to military personnel for deeds of valor above and beyond the call of duty during actual combat. Did George M.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

Cohan receive the Medal of Honor and was it just for writing the above named song?—L. E. L. TE1, USN.

• The Army Medal of Honor was not awarded to George M. Cohan. However, an Act of Congress of 29 Jun 1936 authorized the President to present a Gold Medal to George M. Cohan in recognition of his services during World War I in composing "Over There," and before that, "A Grand Old Flag."—Ed.

WO Collar and Sleeve Insignia

SIR: The August issue of ALL HANDS (pages 32-33) contained a chart showing the Paths of Advancement For Enlisted Personnel. The new Aviation Warrant Officer collar and sleeve insignia are shown. The WOs in my squadron would like to know if anything official has been published, or is about to be published, concerning the wearing of these insignia.—C.H.K., CWO, W3, USN.

• Coming up! Descriptions and photographs of the Warrant Officer collar and sleeve insignia changes have recently been published in Change No. 2 to the "U. S. Navy Uniform Regulations." This change is dated 6 Feb 1956 and was distributed in August to all ships and stations.—Ed.

Proceed Time and TAD

SIR: I would like some information on the granting of "proceed time." Take the case of an officer who is detached from a permanent duty station and ordered to temporary duty. He is ordered to report to a force commander for assignment upon completion of the temporary duty. However, while the officer is still on the temporary duty, the force commander modifies his orders to read report to a specific duty station in place of "report to the force commander for further assignment." Is the officer entitled to additional proceed time upon completion of the temporary duty because of this modification of his orders or must such entitlement be based on a new set of orders?—J. D., BMC, USN.

• A modification of orders is a con-

tinuation of the basic orders and thus there is no further entitlement to "proceed time" in connection with those orders.

Your reference is Article C-5315(h), "BuPers Manual," which states: "When an officer is detached from one permanent duty station and is assigned temporary duty en route, proceed time is allowed only upon detachment from the permanent station, and prior to reporting at the temporary duty station. No additional proceed time will be allowed under such orders, and any proceed time not taken prior to reporting at the temporary duty station may not be taken after completion of the temporary duty."—Ed.

'Missy' is Missed by Many

SIR: Many thanks to K. J. Seamon, CSC, for the very splendid poem bringing back memories of the "Old Missy" in the July issue of ALL HANDS. She was (and is) a great ship and my tour of duty in her (1919-1925), is filled with many happy memories. Great officers, great men and something of her brushed off onto anyone aboard her. I think the "Missy" originated "ship's spirit" and indeed her being called "Home Ship" was well deserved.—C.A. Richter, ChBosn, USN (Ret.).

• If you liked that, then certainly you'll want to read the book supplement in the November issue that told all about the famed USS Mississippi (EAG 128), ex-BB-41.—Ed.

Schooling Cut-Off Date

SIR: I was discharged from the naval service in June 1954, and entered school under provisions of the "Korean C. I. Bill" in September of that year. In October 1954 I reenlisted in the Naval Reserve and returned to active duty on 15 Mar 1955. I will again be released to inactive duty in March 1957 and would like to return to college the following September, but I don't know whether I am still entitled to school benefits under the GI Bill.

It is my understanding that I was allowed three years in which to begin schooling, dated from the time of my release to inactive duty. That makes my cut-off date 23 Jun 1957. If my entitlement still exists, will I be able to enter school the following September? I would also like to know if I may change my course of study.—T. L. B., Jr., USNR.

• You are no longer entitled to schooling under the Veterans' Readjustment Act of 1952 (your "Korean C. I. Bill"). Section 212, Part II, of that Act

states in part: "No eligible veteran shall be entitled to initiate a program of education or training under this title after 20 Aug 1954, or after three years after his discharge or release from active service, whichever is later.

"The program of education and training of an eligible veteran under this title shall, on and after the delimiting (cut-off) date for the veteran to initiate his program, be pursued continuously until completion except that an eligible veteran may suspend the pursuit of his program for periods of not more than 12 consecutive months, and may suspend the pursuit of such program for longer periods if the Administrator finds that the suspension for each period was due to conditions beyond the control of the eligible veteran."

Since you voluntarily reenlisted and returned to active duty, you are no longer entitled to schooling under the Act. Further information concerning the Act may be obtained by reading Public Law 550 of the 82nd Congress, as amended.—Ed.

Aerology Officer Billets

SIR: I have applied for a postgraduate course in Aerology. If I am selected for the 18-month course, what type of duty could I expect for the three years following graduation?—D. H. G., LTJG, USN.

• If you are selected and successfully complete the aerology course, you may anticipate assignment to a billet at an air station, weather station, or aircraft carrier. Aerology graduates normally fill such billets.—Ed.

Eight O'Clock Reports

SIR: Will you please tell us the correct phraseology for calling away the evening reports?

We say it should be, "On deck (or wherever specified by duty commander) all twenty hundred reports."

However, "The Watch Officer's Guide," 1953 edition, says, "In accordance with time-honored custom of the service, the reports made to the Executive Officer or Duty Commander by the heads of departments at 2000 are known as the eight o'clock reports, not the twenty hundred reports."

Which is right?—W. F. S., QM1, USN, and A. F. F., BM3, USN.

• You'd better go by the book. Eight o'clock reports originated before the Navy began using the 0000-2400 time system.—Ed.

You Met the Requirements

SIR: In July 1951, I reenlisted for six years on broken service. 'Reenlisted under BuPers R.S.I. 211.4, 1951' was entered on my previous discharge. Could I have a brief outline of this instruction?—J.C.F., AD1, USN.

• The authority under which you were reenlisted was Recruiting Service

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• Eighth Beach Battalion—The second reunion will be held in Montreat, N. C., on 9-12 May. For additional information, write to Clifford L. Legerton, 263 King Street, Charleston, S. C.

• USS Inch (DE 146)—All former shipmates who want to hold a

reunion, with time and place to be decided by mutual consent, may write to Herman Melanson, 485 Lexington Avenue, New York, N. Y.

• USS Oliver Mitchell (DE 417)—All former crew members who are interested in holding a reunion, with time and place to be determined by mutual consent, may contact Llewellyn G. Owens, 29 South La Salle Street, Chicago 3, Ill.

• USS LST 510—Former crew members who want to hold a reunion early in 1957 in New York City or Chicago should write to John J. McGlew, 432 Terrace Avenue, Hasbrouck Heights, N. J.

Instruction 211.4, entitled "Instructions Governing Reenlistments in the Regular Navy under Broken Service." This instruction permits the Recruiting Service to reenlist personnel who have been discharged for more than three months, without the prior approval of the Chief of Naval Personnel, provided the individual is qualified. To qualify, he must meet mental, physical, moral, dependency and age requirements.—Ed.

Navy's Longest Submarines

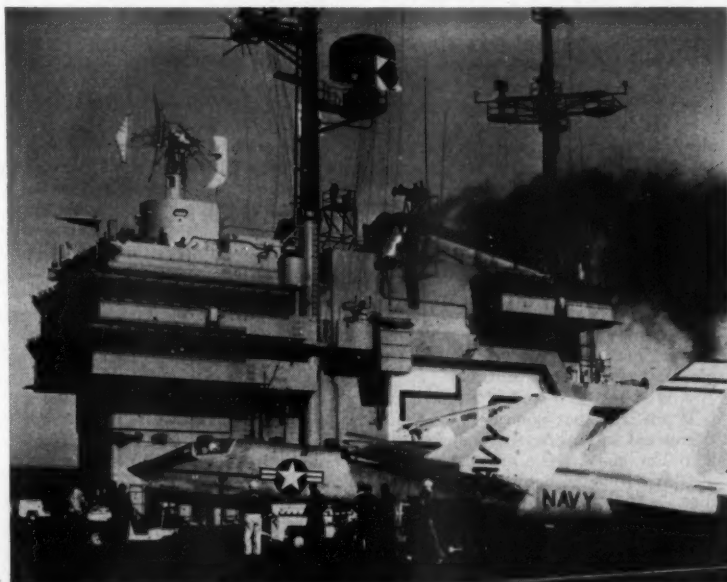
SIR: In one of your ALL HANDS articles you mentioned that USS Salmon (SSR 573) and Sailfish (SSR 572) are officially listed as 343-foot boats. Actually, their lengths are 350 feet 6 inches and 350 feet respectively. Do you know how come?—W. H. McK., SN, USN.

• Yes, there is a very good reason. The shipbuilding specifications original-

ly called for an over-all length of 343 feet for each vessel. However, during construction the hull lengths were increased somewhat, changing the over-all lengths to approximately 350 feet 6 inches for both submarines.

The variation in length that you mention is normal since 6 inches is usually tolerated in shipbuilding. Therefore it is very possible for one of these two ships to be longer than her sister. The only reliable way to compare lengths is by taking actual measurements under identical weather and temperature conditions.

Sailfish and Salmon hold the title of the two longest submarines in the United States Navy. However, two earlier submarines, both of which have been scrapped, were longer: USS Narwhal (SS 167) and Nautilus (SS 168) were 371 feet in length.—Ed.



SPEEDSTER AT SEA—F8U-1 Crusader is checked out on USS Forrester (CVA 59). The jet set a record in Thompson Trophy event by flying over 1000 mph.

LETTERS TO THE EDITOR (Cont.)

Eyes on POLARIS

SIR: Your June 1956 issue of *ALL HANDS* started a big discussion aboard my ship regarding the picture on page 15. It shows a typical replenishment at sea, with a carrier on the port side and a tin can on the starboard side of an auxiliary vessel. We think it is our ship, *USS Polaris* (AF 11). Are we right?—E. R. R., IC3, USN.

• Our editor-in-charge-of-identifying-ships-at-sea says that you are right. The photo shows *USS Polaris* (AF 11) reprovisioning *USS Midway* (CVA 41) and *USS Twining* (DD 540).—Ed.

Striking for GF

SIR: How does a man become a designated aviation guided missileman striker? Although existing BuPers Instructions list two paths by which a man may become a designated striker, to the best of my knowledge neither is open to the would-be aviation guided missileman. The first method is "to complete successfully a Class A school"—and to the best of my knowledge there is no GF "A" school. The second

method—passing a regular Fleet competitive exam for third class and then not being rated because of the needs of the service—is hardly possible since there are so few GF3s in the Navy that anyone making 2.5 on the exam is promoted.—R. D. W., AN, USN.

• An aviation Guided Missileman Class A School convened its first class on 2 Jul 1956 at the Naval Air Technical Training Center, Memphis, Tenn. This class completed the school in December, and the graduates were designated as GF strikers. In addition, GF strikers were designated as a result of the August 1956 service-wide exams, and will be designated as a result of future exams.—Ed.

Computing Sea Duty

SIR: I was transferred to sea duty from my last shore duty station on 11 Oct 1955. I reported aboard my ship on 4 Nov 1955. When BuPers Inst. 1306.20C came out in June 1956, my sea duty was computed from the time I reported aboard ship.

I contend that my sea duty should be

Invocation at Launching of Navy's Second Nuclear Sub

SIR: At the launching of *Seawolf*, who made the inspired invocation, "To peace, because the awful alternative is the end of all life"?—A. M., Chicago, Ill.

• LCDR Paul F. Bradley, CHC, USN, delivered the invocation at the launching of *USS Seawolf* (SS(N) 575) on 21 Jul 1955 at Groton, Conn. The last paragraph of Chaplain Bradley's prayer was: "Therefore, reverently we ask thee, O God, of the atom's laws

and man's reason, to bless and guide them to life more abundant—to peace, because the awful alternative is the end of all life."

When our researchers read the invocation delivered at the launching of *Seawolf* they found it need not be restricted to the launching of one ship, but has meaning for all Navymen. Because we think it is applicable to our concept of the "New Navy" is its reproduced here in full.—Ed.

★ ★ ★

ALMIGHTY GOD: It would be a foolish thing for us to be other than simple and brief in the epochal circumstances under which we are here assembled. We wish simply to ask Thy blessing on forces which we do not yet fully comprehend. It is an hour for prayer, not rhetoric; for humility, not hauteur.

We have seen the power of Thy creation, O God. We have felt the earth shrug and have seen whole cities shudder and slip into rubble. We have seen lightning leap from angry skies to incinerate man and his works. We have seen bacteria, so minute as to challenge the most discerning lens, snowball into pain and plague and death. We have heard the volcano rumble and seen it spew out destruction. We have seen the forces of nature caught in test tubes, and have seen her metals hammered into blades and barrels and bombs in man's own plan and pattern of pain.

Today, O God, we ask you to look down on us with patience and compassion. This craft — this *Seawolf*, this capsule contrived of steel and secret structure — holds within its bulkheads the most awful culmination that man has yet derived from the potentials that Your creative hand pressed into the bins and closets of nature.

We are awed and chastened, O God, but we are not frightened — for it is not true that none of Thy handiworks is as great as Thee? We are not frightened so long as we dedicate this craft and the fearful forces that propel it to Thy glory to the protection of man's rights, to peace for all men.

And so again, with the simplicity that this occasion elicits, we acknowledge that all Thy gifts are good, and only by man's will can be bent to man's sorrow. Even the water and the air and earth and fire can be distorted and disastrous. The nightshade and the lovely poppy can bless or blight; the mind can love or hate.

Therefore, reverently we ask thee, O God, of both the atom's laws and man's reason, to bless and guide them to life more abundant — to peace, because the awful alternative is the end of all life.

Last Shot of WW II?

SIR: I have heard several times that *USS Tigron* (SSR 419) fired the last shot of WW II, on 13 August 1945, two days before V-J day. Is this true?—R. A. L., YN1, USN.

• The Naval History Division (OP-29) informs us that to the best of present knowledge your information is correct. We should like to hear from anyone who has information of any later action against the enemy forces of WW II.—Ed.

computed from the time of my transfer from the shore station as it was under the old instruction. Can you clarify this for me?—R. V. K., HM1, USN.

• Sea duty is computed in accordance with provisions of the most recent instruction, in this case, BuPers Inst. 1306.20C. The date in your case will be the day you reported aboard your ship, or 4 Nov 1955.

Sorry our clarification doesn't support your contention.—Ed.

Authorization to Take Exam

SIR: I am a seaman working with the deck division and would like to take the exam for storekeeper. Who makes the decision as to whether or not I will be eligible to compete in the service-wide examination for advancement?—K. J. W., SN, USN.

• Recommendations for advancement in rating are made by your commanding officer. If he considers you qualified to perform the duties of an SK3 he will undoubtedly allow you to participate in the service-wide examination for that rate. You would be considered eligible for advancement, assuming that you have fulfilled all other eligibility requirements.—Ed.

Depends on How the Crow Flies

SIR: I have received two official answers to the same question which seem to be in conflict with each other.

The travel of a dependant from Saint Elmo, Ill., to Takoma Park, Md., was computed at 999 miles by Naval Accounts Disbursing Office, Bethesda. But from Takoma Park to Saint Elmo is 897 miles according to NADO Guam.

It seems to me that the distance between two given points of travel, based on the same official mileage tables, would be the same regardless of direction of travel.

Since this is the case, can you tell me which figure is correct, 897 or 999?—L. T. G., DTC, USN.

• Chief, in these changing times nothing seems certain. Current official mileage from Saint Elmo, Ill., to Takoma Park, Md., as computed by the Passenger Rate Section of Navy Regional Accounts Office, Washington, D. C.,

is 845 miles. These changes occur from time to time in official mileage tables because mileage is computed on a basis of routes of carriers, rather than actual distance between points.—Ed.

Senior Medical Student Program

SIR: Before I came into the Navy I had finished two years of pre-medical school.

I've heard that there is some program that sends eligible men through part of their pre-med studies. Could you tell me who falls in the eligible class and how to apply for admittance?—C. A. B., HN, USN.

• Sorry, the information you have isn't quite straight. Ever since the closing of the V-12 College Training Program in 1946, there hasn't been a Navy subsidized program for students attending pre-medical schools.

The program that you have heard about is the present plan that offers financial aid to medical students in the Senior Medical Student Program. In order to be qualified for this you would have to be in the junior year of medical school and be accepted for the senior year in a school accredited by the American Medical Association.—Ed.

Naval Attache Duty

SIR: After being ordered to shore duty, I was informed that I had to serve at least six months of my shore duty before submitting a request for transfer. Does the same policy hold true for Naval Attache Duty requests? If so, what is the BuPers Instruction covering it?—J. F. T., ET3, USN.

• The answer to your first question is yes.

Here's how it works. In order to be eligible for Bureau controlled overseas billets, which includes Naval Attache Duty, you must be within six months



HILLS OF PAGO PAGO—Tin cans of Destroyer Division 112 wait for fuel lines in natural harbor of Pago Pago during good-will cruise in Pacific.

of completing your normal tour of shore duty. If you were at sea you would have to have one year of continuous sea duty.

More information is available in BuPers Inst. 1306.6B.—Ed.

Warrant Designator Changing

SIR: I would like to change my warrant officer designator from Electrician (754) to Electronics Technician (766). Is this possible? If so, what procedure must I follow?—W. C., CWO, USN.

• Yes, it's possible. Address your request for change to the Chief of Naval Personnel, via your commanding officer.

Further information on this subject is available in BuPers Inst. 1120.18C and 1210.6.—Ed.

'B' is not for Butcher

SIR: Would you please help settle an argument? It concerns the old "Butcher's" rate. Some of my shipmates say that during World War II there was a "Butcher's Specialist" designated by a diamond with a "B" in the center. I contend that there has never been anything other than a crescent. Who is correct?—J. H. T., CS3, USN.

• You are. During World War II there was a rating SC(B), Ship's Cooks —Butcher, to designate ship's cooks who were qualified to serve as butchers at large shore stations and on large ships. The insignia was the crescent. There has never been a "Butcher" rating, as such. The diamond with a "B" in the center was the insignia of the Master-at-Arms (Shore).—Ed.

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From Sea to Shore, and Back

A REVISED PROGRAM for shore-to-sea and sea-to-shore rotation of enlisted personnel is being placed into effect by the Chief of Naval Personnel.

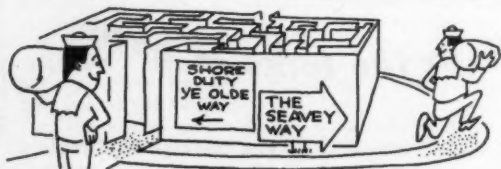
Called the "Enlisted Career Rotation Program," the new system is an evolutionary change from past methods, and will affect every enlisted man in the Navy. On these and the following pages ALL HANDS presents a special report explaining the operations of this new rotation program.

Basic features of the new rotation program are the



result of recommendations made after completion of intense study of current personnel problems by the Chief of Naval Personnel and the Fleet commanders. (See "Why Change the Enlisted Sea-Shore Rotation System?" on the next page). The fundamental purpose of this new program is to insure "the optimum assignment of career personnel with the ever present and ultimate aim of accomplishing the most effective deployment of men to the Fleets and operating forces of the Navy." The major objectives in this new program are:

- To provide the Fleets with a maximum number of refreshed and effective people.
- To provide procedures which insure the maximum advantages in rotation to all the Navy's long term personnel.
- To provide the highest possible stability in personnel to the operating forces, and to the people involved.
- To provide a means of insuring that all long term personnel receive their share of that duty which is compatible with normal life after periods of arduous duty.
- To provide the best opportunity for each indi-



vidual to plan for his future with a reasonable degree of assurance.

- To provide personal attention to each individual on rotation and insure that the benefits accrue to men of meritorious long service when relieved by personnel who have completed their tours ashore.

The program is divided into two major procedures. These are:

The Shore Survey—The "Shorvey" is the method by which enlisted personnel completing a normal tour of duty ashore are rotated to sea duty. This part of the Career Rotation Program has been in effect for several

months, and is now being joined by the Seavey to complete the program.

The Sea Survey—The "Seavey" is the procedure by which personnel completing a tour at sea are rotated to shore duty. This part of the Career Rotation Program is being placed in effect, in stages, during 1957 and 1958. By June 1958 all enlisted ratings will be under the Seavey. The Seavey replaces the Shore Duty Eligibility Lists (SDEL) method of rotating enlisted personnel.

THE SHORVEY

The Shorvey is the procedure by which personnel are assigned to sea duty upon completion of a prescribed tour of duty ashore. Rules governing the operation of the Shorvey are contained in BuPers Inst. 1306.21B. The Shorvey provides an efficient means by which all personnel are given equitable treatment upon reassignment after completion of their normal tours ashore. It makes readily available to personnel distributors a large amount of valuable information on each man all of which is important when making assignment decisions.

STEPS IN THE SHORVEY PROCEDURE

Approximately 12 months before completing your normal tour ashore you will be required to complete a rotation data card, listing your preferences for next



duty and other information. (See illustration page 34). This card is initiated by the appropriate district or Fleet PAMI (Personnel Accounting Machine Installation) and forwarded to your station CO for you to complete.

After your completed rotation data card has been returned to the proper PAMI, the information it contains is compiled with other information on you which is on file at the PAMI, converted to punched card codes and symbols and transmitted by data transceiver or airmailed as data cards to the Bureau. These data cards are placed on file, by rating, to form the SHORVEY. Personnel are made available from the SHORVEY to the Atlantic and Pacific Fleet commanders for further assignment. The Shorvey is the primary source of skilled personnel for manning the Fleet.

Approximately four months before your rotation tour date (the month you complete your prescribed tour of shore duty—see box page 31), if you have at least six months' obligated service you will receive a transfer directive directing your transfer in a specific month (normally the month you complete your prescribed shore tour). This transfer directive will be in the form of a data card issued by the Bureau and will direct your CO, upon receipt of your assignment card from the appropriate Fleet distributional commander, to issue a standard transfer order transferring you to the activity named. Thirty days leave is usually authorized.

Normally, personnel completing a tour of shore duty are assigned to duty afloat and not to other shore duty or overseas service. However, a considerable number of

personnel are sent to advanced school between completion of a tour ashore and reassignment to sea. When completing your rotation data card you may indicate a preference for a school and if you meet the qualifications and are recommended by your CO, this will be reflected in the data cards. Consideration will be given to all such school preferences indicated, consistent with availability of quotas.

After you have been assigned a duty station, the distribution commander making this assignment forwards the assignment card to your current CO, informing him where you are to be transferred. This distribution commander also forwards your deck of data cards on to your next duty station so they may look over your qualifications in advance and decide what billet you are best qualified to fill.

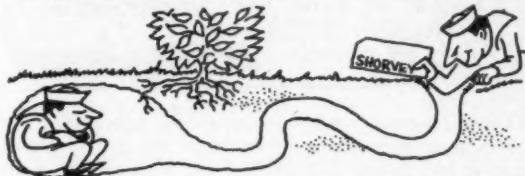
The deck of four Shorvey data cards on each individual is forwarded by the Bureau to the Fleet distribution commander to whom the individual has been



made available for assignment. All the information on these cards is used in making assignment decisions. Two weightiest factors in assignment priority are length of naval service and history of past duty. Every attempt is made to assign personnel to the duty of choice.

EXTENSIONS OF SHORE DUTY

Requests for extension of shore tours must be submitted to the Chief of Naval Personnel in letter form via your chain of command and, if initiated by you, the CO and distribution commander are expected to make a positive recommendation for approval or disapproval. Non-committal endorsements are not desired. If the



request for your extension is initiated by the CO, the distribution commander is expected to make a firm recommendation for approval or disapproval.

Extensions of shore duty are granted only on the basis of urgent manning problems or personal hardships which might be created by the normal rotation of a particular individual. Fleet commanders have authority to grant under these circumstances, without reference to the Bureau, extensions of not more than one year to personnel serving on Fleet shore duty.

THE SEAVEY

The long planned and much discussed Seavey phase of the Navy's Career Rotation Program was announced by BuPers Inst. 1306.62. It will modernize and standardize the procedure for rotating enlisted personnel from sea duty (including overseas service) to shore duty (including Fleet shore duty) within the U.S.

Why Change the Enlisted Rotation System?

Lengthy study of the present Navy-wide system of assigning enlisted personnel to sea and shore duty was made before the new Career Rotation Program was adopted. The long range effects of programs affecting duty assignments, such as the reenlistment options, were reviewed, along with an examination of the voluntary application-for-shore-duty plan that has been in use for the past several years.

General conclusions indicated that the present system "did not adequately meet the desired objectives" of a career rotation program. Unsatisfactory aspects of the system included:

- **Too Many Waiting Lists.** In addition to the BuPers Shore Duty Eligibility List (SDEL), several Fleet shore duty waiting lists are maintained in each Fleet. Under these circumstances one man can receive orders to shore duty earlier than a more deserving person solely because of the particular list he selects.

- **No Control over Applications for Specific Areas.** No limit is currently set on the number of men who can apply for a particular geographical area, despite an obvious limit on the number of men who can actually be assigned to any particular area. This results in very long periods of waiting for certain of the more popular areas and undesirable alternatives in order to man naval activities in areas apparently considered less desirable. Such alternatives include "drafting" the Fleets, leaving personnel ashore over tour indefinitely, and leaving billets vacant.

• Precedence Keeps Changing on Waiting Lists.

The constantly changing priority of an individual on the SDEL or Fleet Shore Duty Waiting Lists makes it impossible to predict with any degree of accuracy when a man will be ordered to shore duty. If someone comes on the list with more sea duty, the entire picture changes and the past list is no longer accurate.

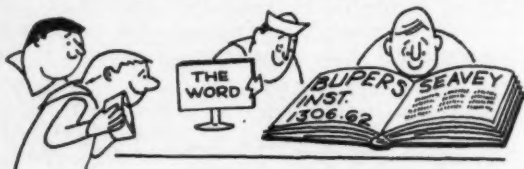
- **Lack of Long Range Plans.** The SDEL and Fleet lists permit a maximum of three months' advance notice to you, and to interested commands, of your scheduled movement. This is insufficient time to plan for orderly replacements and often means that internal readjustments have to be made hastily.

- **Standards for Priority in Your Reassignment.** The priority on the SDEL and Fleet waiting lists up to now has been based on the amount of continuous sea duty a man has compiled *since last serving a tour ashore*. This system does not take into consideration that "Man A" may have served an extraordinarily high percentage of his naval career at sea whereas "Man B" may have served only a small percentage of his career at sea, yet have accumulated more continuous sea duty since his last tour ashore than "Man A." Under the SDEL system "Man B" has the higher priority for his duty preference and would be ordered ashore earlier than "Man A."

The new Career Rotation Program is designed to correct these and many other inequities.

Rotation Roundup

Hereafter, all enlisted personnel except Waves, aviation pilots, machine accountants, air controlmen, musicians, tradesmen and communications technicians will be rotated from sea to shore by means of the Seavey.



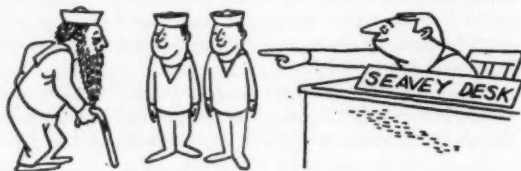
These rates are rotated under special procedures. Airmen, firemen, seamen, construction men and all personnel in pay grades E-2 and E-1 are not included in the Career Rotation Program. Such personnel are assigned to meet the needs of the service.

Through the Seavey, personnel will be selected and ordered to shore duty by the Chief of Naval Personnel from a single list consisting of all rates who have completed their prescribed tour of sea duty.

Under the present, outgoing program, selections for shore duty have been made from numerous waiting lists. This system was very inequitable as some individuals could receive orders long before more deserving persons who had more naval service and had served longer at sea. This was because personnel were being ordered ashore from a number of waiting lists, with

some lists operating much faster than others.

Under Seavey this unjust system will no longer exist. All personnel who have completed their tour of sea duty will be considered with their contemporaries in their rating for all the vacancies which will exist ashore. Hereafter, persons with the greatest length of service will be given first preference in regard to their choice of duty. Each additional year of service will place you higher on the list for priority consideration. Personnel with 17 or more years of service will be given top priority in all assignments. This new policy gives career service its rightful significance in regard to assignments.



Past practices which resulted in the bunching of benefits at the time of reenlistment are altered by the Seavey. Under the new plan, benefits will accrue to you on an orderly basis, spread throughout your naval career. *The reenlistment options and choices of duty now available on reenlistment under BuPers Inst. 1306-25C will be canceled on 1 Feb 1957.* Those preferences

Here's the Word on Seavey-Shorvey Lingo

Here are definitions of phrases commonly used in connection with sea/shore rotation:

- **Sea Duty**—Applies to personnel assigned to Fleet units, ships, staffs and squadrons that are home-ported in the Continental United States or overseas, operating at sea for extended periods or subject to deployment. The term also applies to duty in ships or units of the Continental Commissioned Vessel Program under the control of district commandants, river commands and the Naval Air Training Command, as well as with activities of the naval establishment shore-based outside the Continental U. S. In addition, certain units or activities which are based ashore on either a full or part time basis, have been classified as sea duty by the Chief of Naval Personnel and the Fleet commanders.

- **Shore Duty**—Duty in an activity of the naval establishment based ashore within the Continental U. S. (All shore duty assignments will be made by the Bureau through SEAVEY.)

- **Fleet Shore Duty**—Duty ashore in an activity in the Continental U. S. which is under the control of Fleet commanders. (Although the activity itself is controlled by a Fleet commander, assignment of personnel to Fleet Shore Duty will be made by the Bureau via SEAVEY.)

- **Overseas Service**—Duty with activities shore-based outside the Continental United States, and duty in ships, staffs, and units home-ported overseas which do not operate extensively away from the home port. Overseas service is under the general classification of sea duty for rotational purposes, but it is a special type of sea duty because a normal tour is prescribed for the area.

- **"For Duty"**—Applies to personnel ordered to a particular command to meet current manning requirements. (Personnel ordered "For Duty" are not assigned through a regularly established rotation plan or waiting list.)

- **Normal Tour of Duty**—The prescribed period of time in which a person can expect to be assigned to a specific area. (Personnel will be selected for a normal tour of shore/sea duty by means of SEAVEY or SHORVEY.)

- **Commencement of Sea Duty**—A tour of sea duty commences on the date of reporting to the first duty or temporary duty station in a naval unit or activity classified as sea duty. Where travel must be performed by government or commercial transportation outside the Continental U. S. to report to duty or temporary duty classified as sea duty (including overseas service), a tour of sea duty shall commence on the date of departing from the Continental U. S.

- **Termination of Sea Duty**—A continuous tour of sea duty is considered terminated under the following conditions:

- (1) Separation from active naval service for more than three months.

- (2) Duty in an activity classified as shore duty for more than six months, whether on duty, temporary duty or temporary additional duty, except duty, temporary duty, or temporary additional duty under instruction in a naval school where the individual reports to the school from a unit or activity classified as sea duty and returns to sea duty upon successful completion of the course of instruction.

- (3) Upon transfer to a naval prison, brig, or retraining command on sentence of a court-martial.

compatible with a career rotation program are incorporated within the Seavey and Shorevey for career personnel.

One of the ill effects of the reenlistment option plan was the chain reaction of unplanned movements when an individual suddenly decided to elect an option that resulted in his immediate reassignment. Loss of the man could not be anticipated, and no advance, orderly planning was possible. It usually resulted in readjustment of manpower within the force, or urgent demands for additional personnel to be made available from sources outside the force to cover shortages. This inevitably caused hasty transfers in which the men involved were not allowed sufficient time for orderly planning. Hasty, unplanned movements of people are considered costly and inefficient, and usually result in damage to the morale and career motivation of the people involved.

The Seavey is designed to give each person, during his career, his share of that duty he may consider desirable. As a career man, you will be rotated between sea and shore duty in an orderly manner, and be given equitable opportunity for assignment to your duty choices.

One of the major advantages of the Seavey concept is that it permits better advance planning. You will know in advance how long you must serve on your sea tour, when you will be transferred ashore, and how long you will serve ashore on your normal tour. Personnel distribution commanders will know the name of each man to be ordered ashore about 15 months in advance. This will enable them to order replacements well in advance. Such advance planning will reduce much of the internal readjustment so often caused by unexpected transfers.

Under Seavey, you will normally be ordered ashore within 12 months after the effective date of the Seavey



segment for your rate. (See segment schedules on page 35).

Seavey will utilize new techniques of processing data. This will include the use of a series of data cards with information being relayed electronically. You will know when you will go on the Seavey by the arrival aboard of your rotation data card from the Personnel Accounting Machine Installation (PAMI). This card will be used to record your next duty preferences. These preferences and a greatly expanded volume of other information about you will permit personnel distributors to give more personal attention in making your reassignment.

In addition to the added personal attention and equitability of the new rotation program, the Seavey will also insure you of greater stability. This is because normal transfers to other duty will be stopped once an individual is placed on the Seavey. Under normal circumstances the only way a person will be reassigned once he is on the Seavey is by getting a Bureau transfer directive to shore duty or overseas service, or for humanitarian reasons. This will eliminate frequent trans-

How Long Is a Shore Tour?

THE NORMAL TOUR of Shore Duty (including Fleet Shore Duty) for personnel ordered ashore under SEAVEY is:

- **THREE YEARS**—For HMC, HM1, DTC, DT1 and all YN, PN, JO, AC, TD of pay grade E-4 and above, and all personnel assigned to *Instructor duty* by the Chief of Naval Personnel.

- **TWO YEARS**—For personnel of all ratings in pay grade E-4 and above. In addition to the rated personnel, AN/AA, HN/HA, and DN/DA rates.

- **18 MONTHS**—For all personnel in pay grades E-3 and below.

- **15 MONTHS**—For all USN personnel, regardless of rate, (Except AN/AA, HN/HA, and DN/DA) who were assigned to shore duty from recruit training, or from a class "A" or "P" school and have never served at sea. The 15-month tour will be counted from the commencement of recruit training or school whichever is earlier.

- **12 MONTHS**—For all USNR or USN-S personnel regardless of rate, (Except AN/AA, HN/HA and DN/DA) who were assigned to shore duty from recruit training, class "A" or "P" school, and have never served at sea. The 12-month tour will be counted from the commencement of recruit training or school whichever is earlier.

fers and the possibility of multiple moves within a fiscal year as well as unnecessary reassignments for short periods of time.

The over-all flexibility of Seavey gives the required capacity and speed in the distribution system in case of a national emergency. It will also enable the ready availability of personnel data required for special assignments and new construction.

INITIAL SEAVEY SUMMARY

The first phase of Seavey will get underway during January 1957. It will begin by recording the commencement of sea tour dates for every enlisted man who was serving on sea or overseas duty as of 30 Dec 1956. This recording will be entered in each person's service record and in the personnel accounting system.

Individual commands are required to begin compiling the sea duty commencement dates as soon after 1 Jan 1957 as possible but not later than 23 January. This information will be mailed to reporting PAMI as soon



as it is compiled but no later than 15 Feb 1957.

The PAMIs will record this information in your status card. Summaries are broken down by rate and will include the number of personnel, and the month and year they began their current tour of sea duty. They will also list obligated service. PAMIs will transmit the

(continued on page 35)

SHORVEY and

SHORVEY... moving you



Approximately 12 months before completing your normal tour of shore duty, the District PAMI (Personnel Accounting Machine Installation) forwards your rotation data card to your station and instructs your CO to interview you in regard to your choices of sea or overseas duty.

You are called to personnel office and, with personnel man's assistance, you fill out your rotation data card listing your choices for next sea or overseas duty. Your rotation data card is then returned by the fastest means to the District PAMI.

District PAMI takes the rotation data card and other information on file, codes symbols, and forwards each man's card to the appropriate ship or station.

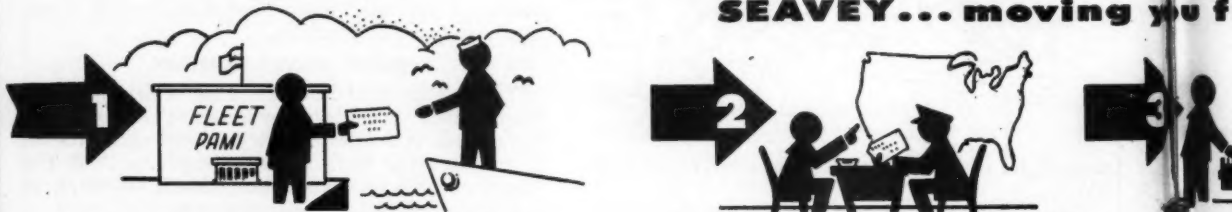


Upon receipt of your assignment card, the shore station will issue standard transfer orders for detachment during a specified month (normally the month in which you complete a tour ashore). You will then be directed to the assigned sea duty, and your orders will authorize proceed and travel time, as well as leave.

After determining your next duty assignment, the type commander forwards the assignment card to your present shore station. At the same time your "deck" of data cards is forwarded to your next sea duty station to assist your next CO in placing you in the right job.

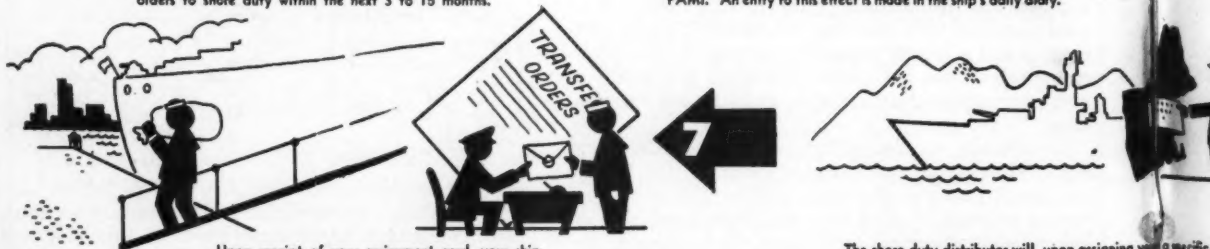
When the Service Force commander makes the assignment card available to a type commander, the type commander forwards your assignment card and "deck" of data cards to the type commander. The type commander uses the information on your data cards to determine to which ship or station you will be assigned.

SEAVEY... moving you



Upon completion of your tour of sea duty, the Fleet Personnel Accounting Machine Installation (PAMI) will send your rotation data card to your ship or overseas station. This card will notify you that you have completed the required tour at sea for your rate and that you are being placed on the SEAVEY, and that you can expect orders to shore duty within the next 3 to 15 months.

You are then called to the personnel office where, with the personnel man's assistance, you indicate on the rotation data card your shore duty and/or overseas duty preferences. You may also indicate that you desire recruiting duty and/or instructor duty. Your rotation data card is reviewed by your CO and then forwarded by fastest means available to the Fleet PAMI. An entry to this effect is made in the ship's daily diary.

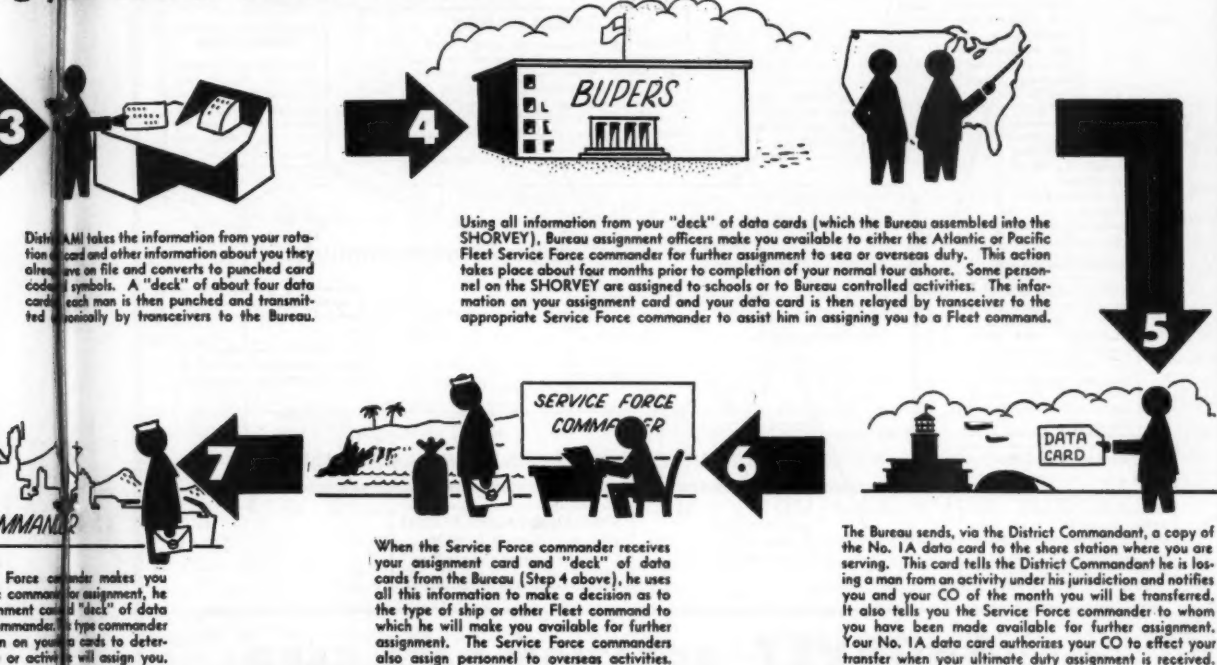


Upon receipt of your assignment card, your ship will issue standard transfer orders for detachment during a specified month and you will be directed to report to your shore duty station. Your order will authorize proceed, travel time and leave.

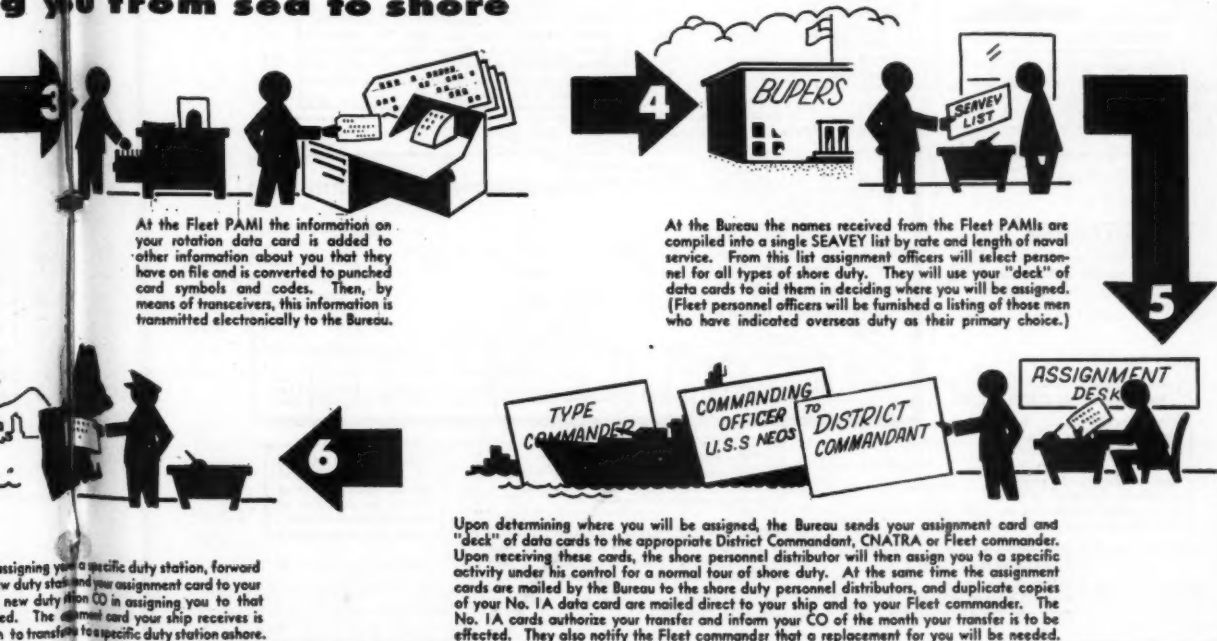
The shore duty distributor will, upon assigning you a specific "deck" of data cards to your new duty station and your assignment. The data cards will aid your new duty station CO in placing you in the duty for which you are best qualified. The assignment card will be an order to your CO, directing him to transfer you to the appropriate ship or station.

and SEAVEY

ing you from shore to sea



ing you from sea to shore



Examples of how to fill in your Rotation Data Card

SEAVEY ROTATION DATA CARD



SEA TO SHORE

Home port numbered codes here indicate that Jones desires shore duty within the continental U. S. In the Seavey home port codes represent broad type of duty preferred.

Lettered codes for cities where Naval activities are located, such as KSD—San Diego LSF—Seattle Jones indicates in these blocks his location preferences for shore duty.

JONES indicated in 4th choice he would like duty "anywhere west of Mississippi." For circumstances under which an overseas activity may be indicated in the 4th choice spot, see basic Seavey article in this issue.

EVALUATION CODE
Filled in by Jones' CO. BuPers Inst. 1616.4 covers procedures for evaluating personnel. Evaluation shown here taken from enlisted performance record and converted to code. "I" represents outstanding, etc.

Identifying information: name, rate, etc., punched and printed by PAMI.

CAREER HISTORY
Covers approximately 10 years' naval service. Numbers indicate period served on board ship or station. When this card was submitted for Jones, he was attached to a CVA. The first code indicates that he has served on board 19 months. His CVA is based in "Y" San Diego. Before this he was attached to an attack squadron based in San Francisco—etc.

OPERATION
Jones' CO has indicated here that the ship will be operating on a heavy schedule and that Jones' services are urgently required from July through September.

JONES ALBERT B		4924425	AD1	6513	059	251	ACT	DATE
1. HOME PORT		2. SPECIAL PREFERENCE	3. CAREER HISTORY	4. RATE	5. GRADE	6. DATE	7. ACT	8. DATE
1		19VFWA 23 WVA 17SHF						
2		02JGME 26GKEC						
3		11. OVERSEAS TOUR	12. OPERATION					
1			JULY 58					
4			SEPT 58					
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ROTATION DATA CARD

PAMI mailed card this date.

Date commenced sea tour.

Born 1929.

SPECIAL QUALIFICATIONS
Jones is a qualified jet mechanic. Other qualifications might be "fuel," "AEW," etc.



SHORE TO SEA

When Smith goes to sea he wants to be based in Norfolk. However, if he can't have the East Coast, then he prefers a West Coast ship based in San Diego.

Identifying information: name, rate, etc., punched and printed by PAMI.

CAREER HISTORY
At the time of submitting the rotation data card, Smith was attached to an activity in Boston. The special category code (3rd digit "C") indicates he was an instructor. Before this he served in a battleship based in Norfolk. Also his career history indicates while on board the BB he was patient at the USNH Chelsea.

SMITH HARRY K		3211437	SK1	2803	760	ACT	DATE
1. HOME PORT		2. SPECIAL PREFERENCE	3. CAREER HISTORY	4. RATE	5. GRADE	6. DATE	7. ACT
1		36CC80	251BB 04VCON				
2		Y	021BB 29EDD 27AICO				
3			11. OVERSEAS TOUR	12. OPERATION			
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(continued from page 31) summaries to the Bureau by means of transceivers, before 1 Apr 1957.

YEARLY SUMMARIES TO BE MADE BY RATE SEGMENTS

After the initial summary, similar summaries will be made thereafter each year according to three Seavey "segments" (that is, division of the Navy's total enlisted personnel strength into three groups by rating) and each group will be moved within a particular time record according to the schedule outlined on this page.

SEA TOURS

Sea tours will be established in such a manner that the number of personnel on the Seavey in each rate will



equal the requirements for replacements ashore during the coming year. By this controlled system, personnel serving afloat or overseas who have been placed on the Seavey will know that they will be rotated ashore within the coming 12 months after the effective date. This information will also be available to their COs and dis-

tributional commanders. Specific transfer directives will be issued at least three months before the date of transfer.

Rotation data cards will be mailed out by the PAMIs yearly, by rate segments, to those personnel completing their established tour of sea duty. The cards will be sent to the respective COs of personnel concerned. When these rotation data cards are received, you will



be interviewed by a qualified officer or senior petty officer. During this interview, you will verify your qualifications and other information on the rotation data card, and record your next duty preferences.

OVERSEAS SERVICE

Many persons would like overseas service before a normal tour of shore duty, and the Seavey makes this possible. If you desire a tour of overseas service before assignment to shore duty in the continental U.S., you should indicate this on your rotation data card. You can request any overseas area, regardless of the Fleet

You Belong to a Segment — You Can Plan Ahead

THE SEAVEY system of ordering personnel from sea to shore duty will be administratively handled on an annual basis according to three segments broken down by various ratings or rates. That is, men in the same segment will be processed within the same time period. These are:

SEGMENTS RATINGS OR RATES

- 1 BM, QM, RD, SM, SO, TM, GM, FT/FC, MN, ET, IM, OM, TE, RM, YN, PN, SK, DK, JO, LI/PI, DM, and GS
- 2 CS, SH, MM, EN, MR, BR, BT, EM, IC, ME, FP, DC, PM, ML, SV, CE, CD, CM, BU, SW, UT, SD and TN
- 3 AD, AT/AL, AO, AB, AE, AM, PR, AG, AK, PH, GF, AQ, HM, HN, DT and DN

SN, FN, CN, AN and personnel of pay grades E-2 and E-1 are not incorporated in the Seavey.

- The initial Seavey for each rating segment will commence on the following dates:

Segment Three — 1 Oct 1957

Segment Two — 1 Jun 1958

Segment One — 1 Feb 1958

All shore duty eligibility lists for the rates within each segment will be cancelled on these dates. A new Seavey will commence each year for each segment on the anniversary of these dates.

Note that the dates shown above are the *effective* date of the particular Seavey segment. That is, these are the dates distribution commands start issuing transfer orders (and all personnel listed on the Seavey for a particular segment *must* be transferred within the following 12 months of the effective date). Action on Segment Three, for example, began just after the compilation of the Fleet summary of sea duty by ratings (which began on 1 Jan 1957 and is scheduled to be completed by 15 Feb 1957). On 1 Mar 1957 the Fleet PAMIs commence transmitting

the completed Fleet summary of ratings to the Bureau, and are scheduled to complete it by 1 April. On approximately 1 May 1957 the chief of Naval Personnel expects to issue a Notice establishing sea tour dates for all ratings of Segment Three. The Fleet PAMIs will mail all the Segment Three rotation data cards to commands by 15 Jun 1957 and all commands must complete and return the rotation data cards to the PAMI by 15 July. The PAMIs then convert the information on the rotation data cards and other information on file into punched cards, which will be transmitted to the Bureau not later than 1 Sep 1957. On 1 Oct 1957, the effective date of the Seavey for Segment Three, the Bureau begins issuing transfer directives for all ratings in Segment Three under the Seavey method.

Here is how all three segments will be placed in operation and the annual schedule for each segment.

SEAVEY'S ANNUAL SEGMENT SCHEDULES

Action	Segment 1	Segment 2	Segment 3
PAMIs commence Fleet summary of segment	1 Jul	1 Nov	1 Mar
Fleet summary due in BuPers	1 Aug	1 Dec	1 Apr
BuPers Notice establishing commencement tour dates for SEAVEY	1 Sep	1 Jan	1 May
Rotation data cards mailed to commands from PAMIs by	15 Oct	15 Feb	15 Jun
Limiting date for commands to mail rotation data cards back to PAMIs	15 Nov	15 Mar	15 Jul
Date SEAVEY data cards due in BuPers	1 Jan	1 May	1 Sep
Effective Date of SEAVEY—START ISSUING TRANSFER ORDERS	1 Feb	1 Jun	1 Oct

Rotation Roundup

you are currently serving in. Assignments overseas are restricted to the area of your preference.

If you desire service anywhere overseas as an alternate in the event you cannot be assigned to one of three specific naval districts of your preference in the continental U. S., you should also indicate this on the card. If assigned to overseas service, you normally will be ordered ashore in the continental U. S. upon completion of your overseas service tour.

INSTRUCTOR, RECRUITING AND GENERAL SHORE DUTY

Personnel who do not desire overseas service should indicate that they want shore duty only. Three special selections are available for those desiring shore duty. These include instructor or recruiting duty or both, as



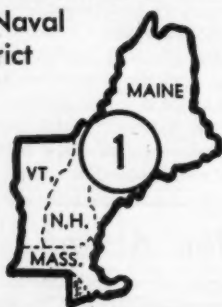
well as general shore duty. If you indicate a desire for either recruiting or instructor duty or both choices, you must be qualified and recommended by your CO.

Personnel desiring instructor or recruiting duty and who are recommended for such should indicate their choice of duty as to the cities where schools or NROTC

If You Plan to Drop Anchor in Continental U. S., Check These

Are you curious as to what kind of shore duty the Navy offers in your favorite city? On these and the following pages are tables showing cities where naval activities are located. Anchors indicate presence of a specified type of unit.

1st Naval District



	Recruiting Station NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Cen.*	Service Craft Activity	Construction Battalion Cen.	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/activity	Indust. Mgr. Off.	Intelligence Office	Navy Department Act	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Shipyards	Other
Augusta, Me.																									
Bangor, Me.																									
Boston, Mass.	⚓	⚓	⚓	⚓	⚓	⚓						⚓		⚓			⚓	⚓	⚓			⚓	⚓		
Brunswick, Me.		⚓																							
Buzzards Bay, Mass.	⚓																								
Castine, Me.	⚓																								
Chelsea, Mass.										⚓															
Cambridge, Mass.	⚓																								
Davisville, R. I.		⚓						⚓											⚓						
Hanover, N. H.	⚓																								
Hingham, Mass.						⚓										⚓									
Jamestown, R. I.														⚓											
Medford, Mass.	⚓																								
Melville, R. I.		⚓																							
Newport, R. I.				⚓	⚓	⚓	⚓		⚓	⚓				⚓	⚓	⚓								⚓	
Portland, Me.	⚓																								
Portsmouth, N. H.					⚓	⚓				⚓	⚓											⚓		⚓	
Providence, R. I.		⚓				⚓					⚓														
Quonset Point, R. I.		⚓	⚓																					⚓	
Salem, Mass.						⚓						⚓													
South Weymouth, Mass.		⚓																							
Springfield, Mass.	⚓					⚓																			
Squantum, Mass.														⚓											
Winter Harbor, Me.														⚓											
Worcester, Mass.		⚓				⚓																			

*Naval Reserve Training Centers are also located in the following cities: MASSACHUSETTS: Brockton, Fall River, Lawrence, Lowell, Lynn, New Bedford, Pittsfield. VERMONT: Burlington. NEW HAMPSHIRE: Manchester. R. I.: Pawtucket, Woonsocket. MAINE: S. Portland.



activities or main recruiting stations are located (see the charts below). The type of billet assigned will depend upon vacancies and individual qualifications. Personnel not selected for instructor or recruiting billets will be assigned to other types of general shore duty.

Personnel selected for instructor duty must have a minimum of three year's obligated service at the time of transfer, while those selected for recruiting duty must have a minimum of two years.

MISSION AND MAAG DUTY

In addition to the overseas service and the three choices of shore duty, you may also indicate your preference for mission or MAAG duty. Persons desiring such duty must (1) volunteer, (2) be recommended by their commanding officer, and (3) be qualified in all respects for the duty selected. The type of duty assigned will depend upon vacancies and individual qualifications. Personnel not selected for mission or MAAG billets will be assigned to other types of over-

These Charts Showing Types of Naval Activities and Their Locations

3rd Naval District

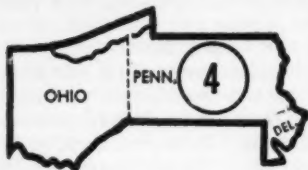


	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAME	Retraining Command	Hydrographic Office	Other
Albany, N. Y.	⚓						⚓																			
Bayonne, N. J.				⚓						⚓		⚓					⚓									
Bethpage, N. Y.																							⚓			
Binghamton, N. Y.							⚓																			
Bloomfield, Conn.																							⚓			
Bridgeport, Conn.							⚓																			
Bronx, N. Y.		⚓					⚓																			
Brooklyn, N. Y.			⚓	⚓	⚓	⚓	⚓				⚓	⚓					⚓									⚓
Buffalo, N. Y.	⚓						⚓																⚓			
Dover, N. J.			⚓																				⚓			
East Hartford, Conn.																							⚓			
Elmhurst, N. Y.																							⚓			
Fort Monmouth, N. J.																									⚓	
Ithaca, N. Y.		⚓					⚓																			
Kings Point, N. Y.		⚓																								
Long Island, N. Y.															⚓											
New Haven, Conn.		⚓					⚓																			
New York City, N. Y.	⚓	⚓		⚓		⚓	⚓		⚓		⚓	⚓			⚓				⚓		⚓	⚓	⚓	⚓	⚓	⚓
Niagara Falls, N. Y.			⚓																				⚓			
Rochester, N. Y.		⚓					⚓									⚓										
Rockaway, N. J.																						⚓	⚓			
Schenectady, N. Y.		⚓																								⚓
Scotia, N. Y.				⚓			⚓																			
St. Albans, N. Y.											⚓															
Troy, N. Y.		⚓					⚓																			
New London, Conn.				⚓		⚓	⚓				⚓	⚓	⚓													⚓

*Naval Reserve Training Centers are also located in the following cities: CONNECTICUT: Cromwell, Hartford, Stamford, Waterbury. NEW JERSEY: Clifton, Elizabeth, Jersey City, Port Newark, Perth Amboy. NEW YORK: Dunkirk, Elmira, Freeport, Glens Falls, Huntington, Jamestown, Liverpool, Newburgh, New Rochelle, Oswego, Poughkeepsie, Tompkinsville, Utica, Watertown, Whitestone, Yonkers, Youngstown.

Rotation Roundup

4th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Activity	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Akron, Ohio																										
Atlantic City, N. J.																										
Camden, N. J.																										
Cape May, N. J.																										
Cleveland, Ohio																										
Columbus, Ohio																										
Johnsville, Pa.																										
Lakehurst, N. J.																										
Mechanicsburg, Pa.																										
Oxford, Pa.																										
Philadelphia, Pa.																										
Pine Beach, N. J.																										
Pittsburgh, Pa.																										
Princeton, N. J.																										
Trenton, N. J.																										
University Park, Pa.																										
Villanova, Pa.																										
Willow Grove, Pa.																										
York, Pa.																										

*Naval Reserve Training Centers are also located in the following cities: PENNSYLVANIA: Allentown, Altoona, Bethlehem, Eddystone, Erie, Harrisburg, Hazleton, Johnstown, Lancaster, McKeesport, Reading, Scranton, Kingston, Williamsport. OHIO: Canton, Cincinnati, Dayton, Hamilton, Lima, Lorain, Mansfield, Portsmouth, Steubenville, Toledo, Warren, Youngstown, Zanesville. DELAWARE: Wilmington.

seas service in the area requested or to continental U. S. shore duty.

SEA TOUR EXTENSIONS

Extensions of sea tours will be considered by the Chief of Naval Personnel on the basis of urgent manning problems or personal hardships which might be



created by the normal rotation of a particular individual.

The Seavey is intended to improve the situation for career enlisted personnel. If rotation to shore duty would create a personal hardship, you may submit a letter via your commanding officer to the Chief of Naval Personnel requesting that your current tour of sea duty be extended, stating the reason. If an extension is granted, the period of the extension will depend upon the circumstances.

If an individual's normal rotation to shore duty would materially affect the operations of a particular command, the commanding officer may request an extension

of a sea tour for a particular individual from the Fleet commander. In order not to deprive any individual of his normal rotation, the circumstances must be such that no alternatives are available and it must be a matter of urgency. Final approval of such requests will be made by the Chief of Naval Personnel, depending upon the recommendations of the Fleet commander.

It is realized that certain individuals will appear on the Seavey who, because of their special or unique qualifications, will be difficult to replace through normal sea/shore rotation procedures. Owing to their particular criticalness and utilization, the Chief of Naval Personnel will extend the tours of such personnel until qualified replacements are available or the requirements of the particular unit or activity are reduced or eliminated.

The fact that there will be instances where men are reluctant to leave *preferred sea duty* for shore assignments has been recognized. However, the Chief of



Naval Personnel has emphasized that preferred sea duty is just as desirable to—and is equally merited by—other men on sea duty. He has stated that equal opportunity for rotation to preferred sea billets is in the interest of consistency, fairness and efficiency to the same extent as rotation to shore duty.

OBLIGATED SERVICE

Under normal conditions 12 months' obligated service will be required for general shore duty in the continental U. S. and 24 months for overseas service. Personnel can expect their orders for either type of duty from 6 to 12 months after receipt of their rotation data card. Therefore, those desiring rotation on time should insure that they have sufficient obligated service. If not, they should agree to extend their enlistment for the required period of time. An agreement to extend an enlistment can be effected for the explicit purpose desired by noting in the margin of the Agreement to Extend Enlistment page (1A) of the service record.



Personnel who do not receive orders to shore duty or overseas service before the expiration of their enlistment will cancel such an agreement to extend in accordance with Article C-1407 of BuPers Manual.

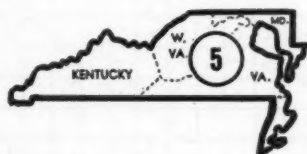
Certain special billets require more than 12 months' obligated service. Personnel selected for these billets will be required to have obligated service as stipulated in the transfer directive. If a previous agreement to extend their enlistment has been executed for general assignment in overseas service or shore duty, that agreement shall be canceled when a new agreement is executed for the required obligated service.



To show, for example, a situation involving obligated service requirements, suppose your rating is in the Seavey segment that will fill in rotation data cards in July '57 for the Seavey effective 1 Oct 1957. This means you are assured of being ordered ashore sometime between 1 Oct 1957 and 1 Oct 1958. Your enlistment expires 15 Mar 1959. Since you are required to have at least one year obligated service at the time of transfer to shore duty, you would not have sufficient obligated service to be transferred ashore anytime between 16 Mar—1 Oct 1958.

To be assured of being reassigned ashore or to overseas service on schedule, you should, at the time of filling in your rotation data card, sign a provisional

5th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Ashland, Ky.	✓																									
Bainbridge, Md.				✓						✓	✓	✓				✓										
Baltimore, Md.	✓						✓										✓	✓	✓						✓	
Charlottesville, Va.		✓																								
Chincoteague, Va.			✓	✓																						
Driver, Va.														✓												
Elizabeth City, N. C.			✓																							
Louisville, Ky.	✓	✓					✓									✓										
Newport News, Va.							✓												✓							
Norfolk, Va.			✓	✓	✓	✓	✓			✓	✓			✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
North West, Va.															✓											
Portsmouth, Va.				✓		✓	✓			✓	✓	✓					✓	✓	✓							
Richmond, Va.	✓			✓		✓				✓																
Virginia Beach, Va.			✓							✓						✓										
Yorktown, Va.			✓							✓							✓									

*Naval Reserve Training Centers are also located in the following cities: VIRGINIA: Augusta County, Lynchburg, Roanoke. WEST VIRGINIA: Huntington, Charleston, Wheeling. KENTUCKY: Covington, Lexington, Owensboro. MARYLAND: Cumberland.

Rotation Roundup

agreement to extend your enlistment for one year or more.

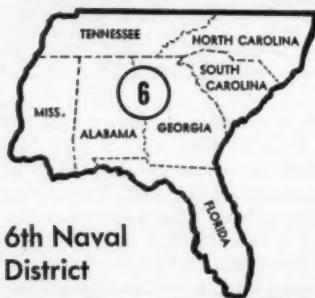
This provisional agreement is placed in effect ONLY if you are ordered ashore or to overseas service within the time limits specified; that is, between 1 Oct 1957 and 1 Oct 1958. If, on 1 Oct 1958 for some reason you have not been ordered ashore, you may request the agreement to be canceled, and this will be done.

In the event you do not choose to execute a provisional agreement to extend your enlistment at the time of filling in your rotation data card (July 1957) you will

be eligible for transfer only if your transfer is directed during the period 1 Oct 1957 and 15 Mar 1958. If your name comes up for reassignment during the period 16 Mar 1958 and 1 Oct 1958 your name will be struck from the active Seavey listing and no transfer directive will be issued until such time as you extend or reenlist. Such action will automatically place you back in the active Seavey.

SEAVEY DATA CARDS

When the rotation data cards are returned from each command, the PAMIs will combine the information on



6th Naval District

	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Sta.	Fleet Training Center	Ordnance Depot/activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Athens, Ga.																										
Atlanta, Ga.																										
Auburn, Ala.																										
Beaufort, S. C.																										
Birmingham, Ala.																										
Bristol, Tenn.																										
Brunswick, Ga.																										
Chapel Hill, N. C.																										
Charleston, S. C.																										
Charlotte, N. C.																										
Clarksville, Tenn.																										
Columbia, S. C.																										
Durham, N. C.																										
Foley, Ala.																										
Green Cove Springs, Fla.																										
Gulfport, Miss.																										
Jacksonville, Fla.																										
Key West, Fla.																										
Lejeune, N. C.																										
Memphis, Tenn.																										
Miami, Fla.																										
Milton, Fla.																										
Nashville, Tenn.																										
Panama City, Fla.																										
Raleigh, N. C.																										
Sanford, Fla.																										
St. Petersburg, Fla.																										
University, Miss.																										
Pensacola, Fla.																										

*Naval Reserve Training Centers are also located in: NORTH CAROLINA: Asheville, Wilmington, Winston Salem. GEORGIA: Augusta, Columbus, Macon, Savannah. TENNESSEE: Chattanooga, Jackson, Kingport, Knoxville. FLORIDA: Daytona Beach, Gainesville, Orlando, Riviera Beach, St. Petersburg, Tampa. ALABAMA: Gadsden, Huntsville, Mobile, Montgomery, Sheffield, Tuscaloosa. MISSISSIPPI: Greenville, Greenwood, Jackson, Laurel, Natchez, Vicksburg. SOUTH CAROLINA: Georgetown, Greenville, Spartanburg.

them with that on the status cards they already have on hand for each individual. With the data from both cards, a "deck" of four Seavey data cards is prepared on each individual who has completed his prescribed tour of sea duty. This "deck" of cards is then transmitted by transceiver or air mail to the Chief of Naval Personnel.

These data cards will constitute the Seavey for each date from which personnel will be ordered to shore duty or overseas service during the next 12 months. The Fleet PAMIs will provide each Fleet commander with a complete listing of the names of their personnel on the Seavey.

They will also be provided listings of volunteers for overseas service in their Fleet. The latter listing will



include the names of all personnel serving in the Fleets and in district units classified as sea duty, who have requested overseas service.

ASSIGNMENT OVERSEAS

From the special listings of those who request over-

seas service, the Fleet commanders will notify the Bureau of the personnel they desire for assignment to overseas service. Assignments are restricted to the overseas area of the individual's preference unless he indicates "anywhere overseas." If personnel are not requested for overseas assignment by the Fleet com-



mander within nine months after the effective date of the Seavey segment, they will be ordered to shore duty in the continental U.S. by the Chief of Naval Personnel.

ASSIGNMENT TO SHORE DUTY

Personnel on the Seavey who have indicated a desire for shore duty, including instructor or recruiting duty, will be made available by the Bureau to Fleet commanders, commandants of the naval districts and river commands, and the Chief of Naval Air Training for a normal tour of shore duty. These commands will assign personnel to shore duty activities within the geographic limits of the naval district specified in the transfer directive.

Within the framework imposed by efficient manning,

8th Naval District



8th Naval District

	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retiring Command	Hydrographic Office	Other
Albuquerque, N. M.	⚓	⚓	⚓			⚓	⚓										⚓									
Austin, Tex.		⚓					⚓																			
Beeville, Tex.			⚓																							
Corpus Christi, Tex.			⚓	⚓	⚓		⚓				⚓															
Dallas, Tex.	⚓		⚓				⚓																⚓			
Galveston, Tex.							⚓																	⚓		
Houma, La.			⚓																							
Houston, Tex.	⚓	⚓					⚓																			
Kingsville, Tex.			⚓																							
Little Rock, Ark.	⚓						⚓																			
McAlester, Okla.							⚓										⚓									
New Orleans, La.	⚓	⚓	⚓		⚓	⚓	⚓								⚓	⚓		⚓	⚓		⚓				⚓	
Norman, Okla.		⚓	⚓				⚓																			
Oklahoma City, Okla.	⚓						⚓																			
Orange, Tex.													⚓													
Port Arthur, Tex.							⚓																			⚓
Shumaker, Ark.							⚓										⚓									

*Naval Reserve Training Centers are also located in the following cities: LOUISIANA: Alexandria, Lake Charles, Lafayette, Shreveport. OKLAHOMA: Stillwater, Tulsa. ARKANSAS: Fort Smith. TEXAS: Amarillo, Beaumont, El Paso, Fort Worth, Lubbock, San Angelo, San Antonio, Waco, Wichita Falls.

Rotation Roundup

every effort will be made to assign you as close as possible to the specific locality of your choice.

Highest priority for duty assignment to the location of your choice will be given to those with the most naval service and a history of arduous duty. In addition,



tion, the duty you have had during the past 10 years and humanitarian circumstances will be factors considered in determining duty assignments.

Special consideration will be given to the assignment of personnel with 17 or more years of naval service. Every effort will be made to place such personnel in the locality of their choice.

TRANSFERS TO OPPOSITE FLEET

The normal method of opposite Fleet transfer will be by rotation from sea to shore duty and then back to sea duty again. Every effort will be made to assign personnel to the Fleet of their choice upon completion of a normal tour of shore duty.

In those rates where the tour of sea duty exceeds four years, the Seavey procedure enables personnel to request transfer to the opposite Fleet. In order to submit such a request, you must not be on the Seavey and must have completed 48 months of continuous sea service in one Fleet.

ULTIMATE ASSIGNMENTS

After the Bureau makes you available to a Fleet commander, district or river command, commandant or CNATRA, the distribution officer for those activities will determine your ultimate duty assignment. In so doing, a copy of the assignment card will be forwarded to your commanding officer who will transfer you during the



"available month" indicated on the 1A data card.

When transferred to shore duty, you are dropped from the Seavey. You will be ordered to sea again upon completing a normal tour of shore duty (see lengths of shore duty tours on page 31) by means of the Shorevey.

Questions and Answers on Your Assignment to Sea and Shore Duty Under Career Rotation Program

Intense interest in the new Career Rotation Program has resulted in a large number of inquiries being made to ALL HANDS concerning various aspects of the program. Here are a few of the questions that have been asked, with the answers.

QUES: *Do I have to be rotated ashore under the Seavey, or can I turn down the transfer and remain at sea?*

ANS: Under ordinary circumstances you will be required to carry out the transfer directive. However, you may request an extension of your sea tour by submitting a letter to the Chief of Naval Personnel, via chain of command, if rotation to shore duty on time would create a personal hardship. If an extension is granted, the period of extension will depend on the circumstances. All such requests should fully describe and document the hardship being created.

QUES: *When will the Seavey affect my rating?*

ANS: All rates are being placed in one of three "segments" (or sections, according to rating groups) of the Seavey. For the date when your rating will first be placed under the Seavey, see the chart on page 35 of this issue.

QUES: *Under this new rotation program do I get to indicate my preferences for next duty assignment?*

ANS: Absolutely! On the Rotation Data Card which will be mailed to your ship or station for completion, you list your preferences for next duty. A wide variety of duty choices are available from which to elect your preferences, and every effort will be made to assign you to the duty you prefer. Your chances of getting the exact duty you prefer should be considerably better under the new program.

QUES: *How many shore duty preferences must I indicate*

on the Navy's Seavey Rotation Data Card?

ANS: You are not required to indicate any choices. However, if you leave the card blank it will be assumed by the Bureau that you are not concerned with the area in which you are to be assigned, and you may be assigned to any area of the U.S. where a man of your rating is needed. It is to your advantage to list at least three different choices, (preferably cities in different naval districts) in order to help the distribution officer to place you in an area you desire. It helps even more to indicate the code for "Anywhere East of the Mississippi" or the code for "Anywhere West of the Mississippi."

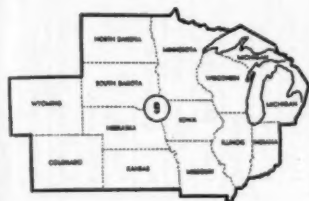
QUES: *Will I be assigned only to the duty preferences I indicate on my Rotation Data Card?*

ANS: Every effort will be made to assign you to one of the naval districts you indicate as a choice. However, the distribution officer is not restricted to confining your assignment to those areas when no billets are available. In such cases you may be made available for assignment to other areas.

QUES: *Under the Seavey, will the length of time I have served on my present ship or station have an effect on when I'm ordered to shore duty?*

ANS: No. When you have completed the prescribed sea tour for your rating you will be reported on the Seavey. Your CO may request deferment of your date of transfer for a period of not more than six months because of an operating schedule, but the length of time you have spent aboard a particular activity is not a factor for determining time of transfer. The new Career Rotation Program is designed to increase the stability of men in the Fleet. It's for your benefit.

9th Naval District



9th Naval District

A map of the 9th Naval District, which covers the states of Vermont, New Hampshire, Maine, Massachusetts, Connecticut, Rhode Island, Massachusetts, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Kansas, Nebraska, Iowa, Missouri, Arkansas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Wisconsin. The map is labeled with the number 9 in a circle, indicating the 9th Naval District. The Great Lakes are also shown, with Lake Michigan being the largest and most prominent.

	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Ames, Iowa		⚓																								
Ann Arbor, Mich.		⚓																								
Boulder, Colo.		⚓																								
Chicago, Great Lakes, Ill.	⚓	⚓	⚓		⚓	⚓	⚓			⚓	⚓	⚓							⚓	⚓		⚓			⚓	
Evanston, Ill.		⚓					⚓																			
Cheyenne, Wyo.							⚓																			
Columbia, Mo.		⚓																								
Colorado Springs, Colo.							⚓																			
Crane, Ind.					⚓												⚓									
Denver, Colo.	⚓		⚓				⚓																			
Des Moines, Iowa	⚓						⚓																			
Detroit, Mich.	⚓		⚓				⚓																	⚓		
Fargo, N. D.	⚓						⚓																			
Forest Park, Ill.							⚓																			
Glenview, Ill.			⚓							⚓								⚓								
Grosse Ile, Mich.			⚓																							
Hastings, Nebr.																		⚓								
Hutchinson, Kan.			⚓				⚓																			
Indianapolis, Ind.	⚓		⚓				⚓										⚓							⚓		
Kansas City, Mo.	⚓		⚓				⚓																	⚓		
Lawrence, Kan.		⚓																								
Lincoln, Nebr.		⚓	⚓				⚓																			
Madison, Wis.		⚓					⚓																			
Milwaukee, Wis.		⚓					⚓																			
Minneapolis, Minn.	⚓		⚓				⚓											⚓								
Mishawaka, Ind.																		⚓								
South Bend, Ind.			⚓				⚓																			
Olathe, Kan.			⚓																							
Omaha, Nebr.	⚓						⚓	⚓																		
St. Louis, Mo.	⚓		⚓				⚓					⚓						⚓						⚓		
Urbana, Ill.		⚓																								
West Lafayette, Ind.		⚓																								
Wichita, Kans.							⚓																			

*Naval Reserve Training Centers are also located in the following cities: INDIANA: Anderson, Evansville, Fort Wayne, Gary, Michigan City, Muncie, Terre Haute. ILLINOIS: Aurora, Danville, Decatur, Joliet, Rockdale, Moline, E. Peoria, Quincy, Rockford, Springfield. MICHIGAN: Battle Creek, Bay City, Benton Harbor, Cadillac, Dearborn, Flint, Grand Rapids, Hancock, Jackson, Kalamazoo, Lansing, Muskegon, Pontiac, Port Huron, Saginaw. IOWA: Burlington, Cedar Rapids, Davenport, Dubuque, Sioux City, Waterloo. MISSOURI: Cape Girardeau, Hannibal, Joplin, St. Joseph, Springfield. WISCONSIN: Green Bay, Kenosha, Lacrosse, Oshkosh, Racine, Sheboygan. COLORADO: Pueblo. KANSAS: Topeka, Wichita. S. DAKOTA: Sioux Falls.

Rotation Roundup

11th Naval District



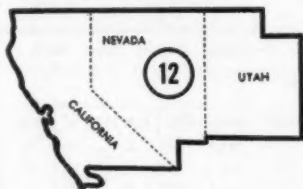
	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Camp Pendleton, Calif.																										
China Lake, Calif.																										
Chula Vista, Calif.																										
Corona, Calif.																										
El Centro, Calif.																										
Fallbrook, Calif.																										
Imperial Beach, Calif.																										
Las Vegas, Nev.																										
Los Angeles, Calif.																										
Phoenix, Ariz.																										
Point Mugu, Calif.																										
Pomona, Calif.																										
Port Huenene, Calif.																										
San Diego, Calif.																										
San Pedro, Calif.																										
Santa Ana, Calif.																										
Seal Beach, Calif.																										
Wilmington, Calif.																										
Long Beach, Calif.																										
Hawthorne, Nev.																										

*Naval Reserve Training Centers are also located in the following cities: CALIFORNIA: Bakersfield, Compton, N. Hollywood, Huntington Park, Pasadena, San Bernardino, Santa Barbara, Santa Monica. ARIZONA: Tucson.



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyard	Indust. Mgr. Off.	Intelligence Office	Flag Off. Staff	Navy Department Act.	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Annapolis, Md.																										
Arlington, Va.																										
Bethesda, Md.																										
Cheltenham, Md.																										
Dalgren, Md.																										
Indian Head, Md.																										
Patuxent River, Md.																										
Quantico Va.																										
Silver Springs, Md.																										
Suitland, Md.																										
Washington, D. C.																										

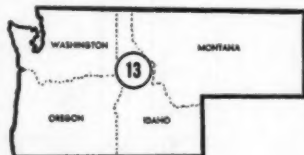
12th Naval District



	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/Activity	Shipyards	Indust. Mgr. Off.	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Intelligence Office	Other
Alameda, Calif.			☞		☞	☞																				
Berkeley, Calif.		☞									☞															
Dixon, Calif.															☞											
Fallen, Nev.			☞																							
Moffett Field, Calif.			☞		☞																					
Monterey, Calif.			☞				☞				☞															
Oakland, Calif.			☞		☞						☞	☞					☞	☞								
Ogden, Utah					☞		☞																			
Salt Lake City, Utah	☞	☞					☞																			
San Francisco, Calif.	☞			☞	☞	☞	☞		☞		☞	☞			☞		☞	☞		☞				☞		
Sonoma, Calif.															☞											
Stockton, Calif.					☞		☞																			
Stanford, Calif.		☞																								
Tiburon, Calif.											☞															
Vallejo, Calif.		☞			☞	☞	☞					☞			☞	☞	☞	☞								

*Naval Reserve Training Centers are also located in the following cities: CALIFORNIA: Fresno, Sacramento, San Jose, San Mateo, Santa Cruz. NEVADA: Reno.
















13th Naval District




















	Recruiting Station	NROTC	NAS/Naval Air Activity	Receiving Station	Supply/Disbursing Activity	Naval Station	Naval Reserve Training Center*	Service Craft Activity	Construction Battalion Center	Recruit Training Center	School Command/NATTU	Naval Hospital/Med. Act.	Reserve Fleet	Amphibious Base	Communications/Radio Station	Fleet Training Center	Ordnance Depot/activity	Shipyards	Indust. Mgr. Off.	Intelligence Office	Navy Department Act.	Flag Off. Staff	BAR/BAMR	Retraining Command	Hydrographic Office	Other
Astoria, Ore.					☞														☞							
Bremerton, Wash.						☞	☞				☞						☞	☞	☞	☞						☞
Butte, Mont.	☞						☞																			
Corvallis, Ore.		☞																								
Idaho Falls, Idaho		☞																								
Keyport, Wash.																	☞									
Marietta, Wash.															☞											
Moscow, Idaho		☞																								
Oak Harbor, Wash.				☞	☞																					
Oso, Wash.															☞											
Pocatello, Idaho																	☞									
Portland, Ore.	☞						☞								☞											
Seattle, Wash.	☞	☞	☞	☞	☞		☞								☞				☞			☞				☞
Spokane, Wash.				☞			☞																			
Tacoma, Wash.							☞																			

*Naval Reserve Training Centers are also located in the following cities: WASHINGTON: Aberdeen, Bellingham, Everett, Longview. MONTANA: Billings. IDAHO: Boise. OREGON: Eugene, Salem.

Here's How Billets Are Distributed Ashore

	RATE	Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (Including District Shore Duty, Fleet Shore Duty, Instructor Duty and Recruiting Duty) and BuPers Controlled Billets.													
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC		
	BMC	816	854	106	235	83	61	42	213	129	38	67	196	95	42	70	11		
	BM1	946	961	104	221	48	41	27	121	121	26	53	104	82	45	74	24		
	BM2	1408	1595	94	208	49	40	26	102	151	66	29	150	79	58	58	12		
	BM3	1929	2174	131	286	61	30	17	80	174	22	2	150	48	61	70	16		
	QMC	312	318	35	63	40	32	28	78	56	31	106	98	58	12	44	4		
	QM1	629	528	39	71	26	39	30	81	59	55	94	55	71	12	29	3		
	QM2	706	627	35	65	32	18	19	87	104	59	43	76	40	23	17	3		
	QM3	639	605	36	81	14	1	3	15	25	2		30	10	13	15			
	RDC	127	103	12	4	6	1	1	57	14	2	35	59	18	1	3			
	RD1	596	530	16	7	18	3	7	93	63	21	64	79	33	5	9	2		
	RD2	994	854	9	12	37	3	9	109	74	36	26	100	33	8	10	5		
	RD3	1658	1476	14	9	14	1	3	41	27	5	6	30	4	2	6			
	SOC	129	90	10	7	1	5	1	9	33	2	18	54	3		1			
	SO1	467	296	17	14	9	5	6	40	80	9	11	59	10	1	2	1		
	SO2	506	305	11	6	9	5	7	20	69	3	5	38	4	3	3	2		
	SO3	833	522	18	3	3	1	2	11	8			9	1	2				
	TMC	324	208	10	22	49	37	7	19	35	8	22	35	15	12	5			
	TM1	453	275	12	34	39	45	8	15	32	7	17	39	9	17	11			
	TM2	590	367	7	48	23	38	5	24	34	12	15	38	11	18	1			
	TM3	621	388	9	57	22	25		14	18	2	2	16	2	17				
	GMC	472	399	24	55	25	28	20	77	44	21	143	105	19	16	30	2		
	GM1	799	763	21	69	28	23	32	71	82	63	99	63	35	21	25	1		
	GM2	1089	1003	23	70	37	15	26	84	104	39	23	111	27	40	25	2		
	GM3	1763	1588	28	111	21	13	10	26	147	24		60	17	40	15	1		
	FTC	320	237	16	13	8	10	6	66	20	8	60	52	9	3	40	1		
	FT1	541	422	7	9	23	25	18	65	29	21	72	63	16	15	46	5		
	FT2	692	641	2	1	12	8	20	41	61	33	8	59	27	18	6	5		
	FT3	972	684	2	2	7	7	9	3	31	17		38	12	16		4		
	GSC	17	8		9				18	1	7	2	9						
	GS1	31	18		13				16	2	7	3	25			1			
	GS2	39	18		17				11	3	8	3	30						
	GS3	50	22		24				7	4	15		26						
	MNC	19	8	6	21	5	2	1	13	7		2	2	3	4	4			
	MN1	25	14	15	35	10	3	1	20	8		1	4	4	5	4			
	MN2	30	16	19	46	10	3	1	26	13			2	5	11	5			
	MN3	39	20	18	82	10	6	1	25	17			5	2	12	7			
	ETC	287	191	44	74	12	19	6	35	44	19	95	57	87	14	22	4		
	ET1	696	508	72	138	24	36	18	69	79	28	106	88	123	34	43	5		
	ET2	1028	858	87	147	25	25	22	60	87	38	22	102	99	41	48	7		
	ET3	1065	948	116	176	21	16	18	53	95	26	14	102	53	40	40	5		
	IMC	18	11		2		1		2	1		7		2		1			
	IM1	24	25	3	5	3	2		4	3		8	2	1		1			
	IM2	35	31	6	5		1		5	3	1	1	3	1		1			
	IM3	45	27	2	4	1	1		1	1						2			
	OMC	25	14		3	2	4					12	4		1				
	OM1	29	22	2	3	1	5			1		9	1		2	1			
	OM2	45	27	1	2		6		1			8	1	1					
	OM3	54	39	1	3	1	4												
	TEC	43	46	43	52	2	6	3	16	11	7	4	18	12	5	29			
	TE1	112	145	96	112	6	7	9	37	21	17	6	38	31	9	39			
	TE2	189	213	125	194	11	16	14	44	30	17	11	35	45	14	67			
	TE3	468	454	218	347	14	12	19	87	40	30	12	57	56	12	84			
	RMC	490	391	75	142	23	19	14	130	75	21	20	113	31	9	62	1		
	RM1	915	751	126	255	47	24	20	182	96	26	17	122	60	29	80	3		
	RM2	1208	1019	167	404	52	20	19	168	119	34	16	118	76	33	92	2		
	RM3	1659	1451	262	642	46	25	17	198	117	24	17	126	69	35	93			
	CTC			171	439	16	4		1	7			28	28	5	171			
	CT1			243	592	23	7			14		2	37	44	8	245			
	CT2	1		306	746	334	8		1	17			51	59	11	316			
	CT3			423	897		11			23		1	35	73	12	378			

		Total Sea Billets		Total Overseas Billets		Total Continental U. S. Shore Billets (Including District Shore Duty, Fleet Shore Duty, Instructor Duty and Recruiting Duty) and BuPers Controlled Billets.												
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC	
 I. C. Electrician	ICC	102	91	2	7	1	7	4	7	9	2	27	34	9	5	7		
	IC1	501	428	5	14	11	23	12	48	48	16	35	54	21	13	8	1	
	IC2	435	413	7	5	6	12	12	25	40	11	12	35	17	18	10	1	
	IC3	641	581	5	8	14	11	11	11	22	7	1	26	10	14	1		
 Metalsmith	MEC	198	170	6	13	4	24	8	17	22	9	6	55	13	9	6	1	
	ME1	577	534	13	28	33	39	15	54	64	10	12	74	20	20	7	1	
	ME2	526	451	10	28	9	36	15	21	58	6	10	53	15	21	1		
	ME3	682	673	12	31	5	42	9	19	46	5	1	54	14	29	2		
 Pipe Fitter	FPC	197	94	5	6	6	8	5	18	14	2	5	23	8	8	4		
	FP1	264	309	7	18	11	9	9	17	22	14	12	44	14	15	5	2	
	FP2	575	531	6	20	2	13	12	32	39	12	16	51	20	25	9	3	
	FP3	582	560	9	19	11	11	11	11	28	3	1	47	16	26		1	
 Damage Controlman	DCC	135	130	30	40	12	11	16	24	31	5	10	38	60	6	8	4	
	DC1	317	321	25	64	13	17	16	30	51	11	7	39	42	15	6	8	
	DC2	541	524	37	63	19	21	6	42	70	16	16	47	39	22	12	10	
	DC3	384	384	26	67	4	16	4	41	58	8	4	48	66	20	14	8	
 Patternmaker	PMC	6	8		1				1			1	5					
	PM1	17	17	1					3			4	5	2		1		
	PM2	16	9		1				1				3	1				
	PM3	22	15			1					3							
 Molder	MLC	16	13									8	4	3				
	ML1	17	17	1	1				3	3		4	4					
	ML2	19	15	1	1	1							3	3				
	ML3	37	21			1							2					
 Surveyor	SVC	10	5	2	3	2			2			2	5	1				
	SV1	12	7	4	4	2			3	2	1	1	5					
	SV2	14	9	3	3	1			3	1	2		2	1				
	SV3	17	11	7	10	1				4	1	1	7					
 Construction Electrician's Mate	CEC	30	21	12	25	4			9	6	1	9	10	2		4		
	CE1	43	40	14	40	2			12	4	3	6	15	1				
	CE2	62	64	25	58	2	1		13	8	3		20	1	1			
	CE3	64	78	36	78	2			10	9	4		27	2				
 Driver	CDC	36	45	13	23	3	1	1	15	10	8	3	30	5	1	2		
	CD1	73	95	22	54	7	3	1	18	20	12	2	38	4	1	2		
	CD2	96	148	37	90	4		1	13	40	16	7	60	5		3		
	CD3	116	196	60	110	7		2	11	56	21	11	69	8	2	11		
 Mechanic	CMC	27	25	13	23	4			10	3	2	7	21	2		1		
	CM1	56	49	26	34	5			11	8	5	1	32	2		1	1	
	CM2	60	73	31	44	3			9	7	10	3	44	3		1	1	
	CM3	82	95	40	59	5			10	7	11		50	3			1	
 Builder	BUC	63	65	12	33	4	7	8	29	11	8	18	27	3	1	2		
	BU1	135	124	16	56	5	3	6	29	13	5	16	28	9	2	3		
	BU2	149	188	21	76	4			37	12	9	13	42	9		1		
	BU3	182	242	32	101	5			14	7	7	5	55	2	1	3		
 Steel Worker	SWC	21	23	3	11	2	5		9	3		5	14	1				
	SW1	39	48	4	20	4			3	3	1	6	19	1	1			
	SW2	47	63	7	26	2			4	7	3	2	15	2				
	SW3	62	84	9	28	1			4	2	3		25					
 Utilities Man	UTC	24	22	13	30	2			13	4		2	14	7	2	4		
	UT1	38	36	19	35	6			5	8	3	4	12	1		2		
	UT2	41	53	26	42	2	2	2	6	8	3	4	10	1		1		
	UT3	59	73	43	57	1			5	9	4	5	19	1		1		
 Construction Man	CN/CP	582	666	266	488	23			13	78	63	35	182	22	5	20		
	ADC	945	823	94	257	36	23	33	105	435	183	77	144	106	15	117	3	
	AD1	1157	1032	116	361	64	23	45	145	629	301	143	230	152	17	180	6	
	AD2	1517	1378	137	461	89	32	76	173	655	404	191	306	194	22	226	10	
 Aviation Electronics Technician	AD3	2120	1962	191	568	53	52	100	192	893	534	238	441	242	24	311	13	
	AT/ALC	568	490	36	106	18	11	13	76	234	60	26	135	36	6	44	1	
	AT/AL1	854	730	75	159	30	15	35	122	316	101	50	163	51	11	53	2	
	AT/AL2	1205	1016	75	233	40	18	41	148	356	124	51	210	71	21	74	4	
 Aviation Electronicsman	AT/AL3	1680	1485	93	362	48	44	45	170	327	154	69	305	118	25	89	5	
	AOC	223	189	17	43	8	1	11	25	112	28	2	47	13	2	19		
	AO1	342	293	17	55	10		11	38	110	44	5	76	20	3	25		
	AO2	496	470	33	69	16		11	35	101	51	8	97	24	4	23		
 Aviation Ordnanceman	AO3	719	709	37	103	28		14	46	119	82	4	134	40	8	26		

SRNC

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














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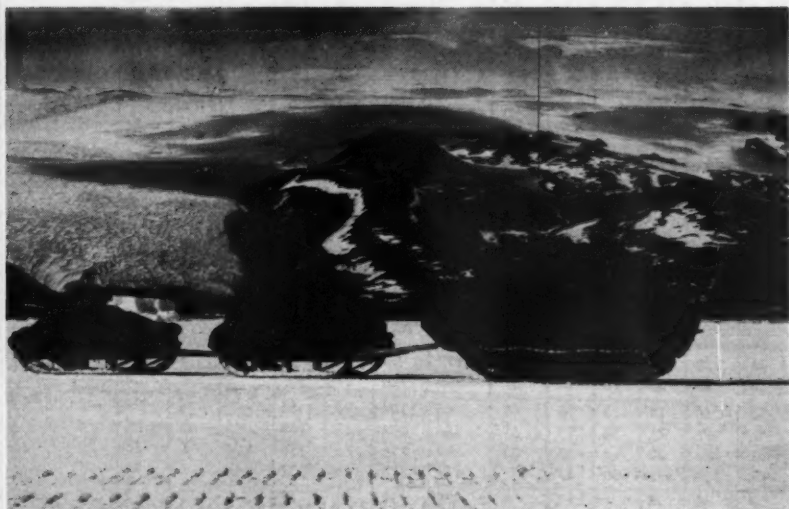
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NDS

	RATE	Billets Total Sea		Total Overseas Billets		Total Continental U. S. Shore Billets (Including District Shore Duty, Fleet Shore Duty, Instructor Duty and Recruiting Duty) and BuPers Controlled Billets.													
		LANT	PAC	LANT	PAC	1ND	3ND	4ND	5ND	6ND	8ND	9ND	11ND	12ND	13ND	PRNC	SRNC		
Aviation Fire Control Tech. 	AQC	86	77	1					8	34	3	2	17	1	1	3			
	AQ1	146	124	1				3	14	42	1	4	18	1	1	2			
	AQ2	194	145	3					17	29	2	8	31	2		2			
	AQ3	254	218	2		1	1		5	3	1		25		1	2			
Aviation Guided Missileman 	GFC	12	6						11	19		1	19						
	GF1	21	15						23	20			21						
	GF2	24	16						29	14			29						
	GF3	32	27						40	2			42						
Air Controlman 	ACC	26	53	22	38	12	4	11	30	46	28	38	29	15	8	9			
	AC1	93	55	33	63	21	6	21	40	93	48	70	50	29	13	16	1		
	AC2	102	85	41	71	21	5	30	53	105	52	30	60	34	13	21	1		
	AC3	289	258	55	88	26	5	38	51	123	58	29	78	41	12	29	2		
Aviation Boatswain's Mate 	ABC	82	95	11	15	3	2	43	13	29	19	5	15	14	1	14	1		
	AB1	161	171	21	30	7	1	41	23	54	31	6	23	22	4	31			
	AB2	220	275	32	33	7	3	45	22	67	32	5	23	29	5	31	1		
	AB3	304	356	37	41	7	3	54	28	68	41	13	41	30	3	36	1		
Aviation Electrician's Mate 	AEC	260	215	14	51	6	3	6	27	145	46	13	38	25	1	16	1		
	AE1	466	415	28	84	14	8	11	43	188	79	20	59	41	4	30	1		
	AE2	582	505	43	130	19	12	15	62	177	94	34	96	70	3	52	1		
	AE3	806	736	54	170	24	26	17	67	230	128	47	107	90	4	58	1		
Aviation Structural Mechanic 	AMC	399	337	31	75	12	5	15	41	240	104	23	65	42	4	29	2		
	AM1	611	537	47	127	21	14	29	59	346	204	45	103	72	5	50	4		
	AM2	871	756	61	186	30	14	37	88	381	223	76	156	104	6	66	5		
	AM3	1255	1122	96	254	39	30	47	117	477	316	96	237	144	7	92	7		
Parachute Rigger 	PRC	24	22	9	10	5	1	19	9	23	12	3	19	7	2	5	1		
	PR1	131	223	13	25	3	2	26	14	35	26	9	33	7		11			
	PR2	127	102	11	19	2	4	5	14	47	36	11	42	10		13	1		
	PR3	133	128	18	34	10	4	13	21	73	49	14	57	16	4	19	2		
Aerographer's Mate 	AGC	30	30	27	42	3	1	25	12	24	8	4	13	11	5	18	1		
	AG1	97	87	37	63	5	2	20	19	32	16	5	20	16	9	28	1		
	AG2	102	71	57	91	8	4	13	32	51	16	4	30	24	12	36	2		
	AG3	114	92	67	113	9	4	15	52	71	22	4	39	32	15	46	3		
Aviation Storekeeper 	AKC	94	73	21	40	11	1	10	31	46	15	4	38	20	3	16	1		
	AK1	178	176	42	69	20	2	19	46	75	28	5	59	32	4	21	1		
	AK2	151	135	47	88	24	5	23	56	88	41	6	74	47	7	27	2		
	AK3	230	208	74	121	26	4	35	76	127	57	12	100	60	7	30	2		
Photographer's Mate 	PHC	57	49	8	26	4	2	6	16	26	8	4	18	4	1	42	2		
	PH1	154	131	15	48	6	5	12	29	60	13	4	38	14	3	88	1		
	PH2	178	150	29	84	8	4	8	28	54	15	5	49	12	2	115	1		
	PH3	163	143	23	95	5	4	10	29	56	16	6	60	14		155	2		
Airman	AN/AA	10303	10207	1010	2257	617	205	428	1390	4502	2255	671	2267	1440	115	1239	75		
Hospital Corpsman 	HMC	588	588	62	143	91	150	93	247	165	79	177	215	143	46	245	12		
	HM1	588	723	89	204	94	148	114	256	280	85	158	285	156	40	253	15		
	HM2	492	688	85	238	134	112	103	310	295	75	115	358	190	58	207	22		
	HM3	603	943	91	284	151	128	104	336	350	81	131	477	200	58	215	31		
Hospitalman Dental Technician 	HN/HA	435	831	105	359	264	195	204	630	555	122	225	887	289	88	298	45		
	DTC	37	32	5	16	8	8	6	34	17	7	15	44	12	3	26	2		
	DT1	81	84	20	44	17	9	9	48	46	14	18	76	27	6	31	3		
	DT2	94	94	12	40	15	12	13	55	54	14	22	88	28	11	36	5		
Dentalman Steward 	DN/DA	66	52	10	28	30	18	11	107	86	22	44	164	29	6	60	9		
	SDC	135	152	22	37	10	12	9	32	47	16	8	30	16	8	58	8		
	SD1	517	464	23	58	19	11	16	41	78	24	18	52	24	13	38	11		
	SD2	674	598	31	66	21	10	17	60	103	39	23	51	27	12	29	6		
Stewardsman Signalman 	SD3	560	649	44	81	24	8	15	56	143	48	31	65	31	14	27	5		
	TN/TA	2704	2557	109	223	101	46	51	196	548	151	104	184	97	36	69	345		
	SMC	234	204	4	1	1	1		5	1			2	1					
	SM1	281	313	2	1	1	1		9	1			1	3					
Boilermaker 	SM2	397	426	4	1	2	2		9	1			4	4					
	SM3	457	531	9	1	2	1		17	1			4	3					
	BRC	32	36			3							3		1				
	BR1	242	254								1		4	7	2				
	BR2																		
	BR3																		

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NEAR THE SOUTH POLE Navy men are doing their bit by furnishing logistic support like this during research for International Geophysical Year.

Navigating in Hurricanes

Scientists attending the recent International Conference on Radio and Sonic Aids in Marine Navigation, held in Hamburg, Germany, have been given a close look at navigation problems encountered in and around hurricanes. The scientific paper, providing the conference with a wealth of knowledge unattainable elsewhere, was presented by LT Alfred N. Fowler, USN, aerological officer of Airborne Early Warning Squadron Four, the Navy's hurricane hunter squadron based at Jacksonville, Fla.

Lieutenant Fowler has spent six seasons with the hurricane hunters as a navigator, pilot and flight aerologist. In addition to highlights of

operations during past seasons, LT Fowler used data gathered during five different flights into the 1956 hurricane "Betsy" to illustrate his presentation before scientists from all over the world.

Included in the paper, to be published by the conference committee, was a section on the use of Airborne Early Warning Radar in storm detection and on the importance of the Loran navigation system for long overwater flights.

End for 'Big E'

The famed carrier *Enterprise* (CVS 6, formerly CV 6)—winner of 20 World War II battle stars in the Pacific—is to be sold for scrap.

The battle-scarred flattop has been declared "unfit for further naval service."

The 20,000-ton carrier sailed more than 275,000 miles during WW II, taking part in every naval action in Far East waters except the battle of the Coral Sea. (For details, see February 1956 ALL HANDS Book Supplement). During this period, claims for shooting down 737 enemy planes, sinking 101 ships and damaging 177 others were recorded.

Suffering structural damage from 16 hits and near misses, *Enterprise* was reported sunk six times by the Japanese government.

Known as the "Big E" to veterans of the fighting in the Pacific, the venerable WW II flattop was mothballed near Bayonne, N. J.

Because it would cost too much to modify the 20,000-ton ship, now outmoded by 60,000-ton carriers of the *Forrestal* class, *Enterprise* has been ordered sold for scrap metal at the highest bid over one million dollars.

Her name has been ordered stricken from the U.S. Naval Vessel Register to make a place for a future *Enterprise*.

Barbecues and Luau's Yet

In an all-out effort to make Navy food more appetizing and appealing, new techniques and methods of cooking and serving meals are appearing throughout the Navy almost daily.

The most recent and perhaps the most inviting comes from deep in the heart of Texas, where an outdoor barbecue pit is operated in conjunction with the general mess at NAAS Chase Field.

The first meal served in the picnic-like atmosphere featured charcoal-broiled steaks. Its acceptance by the crew was immediate and enthusiastic. Since then, barbecued ham, chicken beefburgers and pork chops have been served. "Shiskebab," which is practically unheard of in other Navy mess halls, is the most recent entree offered by the Chase Field Commissarymen.

Not to be outdone by the Texas

YESTERDAY'S NAVY



On 5 Jan 1778 powder kegs prepared by David Bushnell were launched against British fleet on the Delaware River. Confederate blockade by *Vestra* and *Ranger* was destroyed off Wilmington, N. C., 11 Jan 1864. On 26 Jan 1913 the body of John Paul Jones was placed in a crypt at the Naval Academy Chapel. Decatur shelled town of Seattle to protect settlers from Indians, 26 Jan 1856. For the first time Stars and Stripes flew over a foreign stronghold, Fort Nassau, Bahamas, 27 Jan 1778. Submarine *Seawolf* (SS-197) delivered ammunition to Corregidor, and evacuated Naval and Army pilots on 27 Jan 1942. Naval Station, Akutan Harbor, Fox Island, Alaska, was established, 30 Jan 1943.

barbecue is the Naval Air Station at Miramar, Calif. While native islanders and tourists were celebrating the much publicized Aloha Week festivities in Hawaii, the Miramar Navy-men were doing some Hawaiian-style celebrating themselves. The Air Station featured "Hawaiian Day in the Mess Hall" which was highlighted by a real "luau" (Hawaiian feast). More than 50 assorted items were served from the "Waikiki Salad and Sandwich Bar" that was set up in the mess hall. The entree featured barbecued chicken, baked ham, shrimp cocktail, avocados and other tropical fruits, and even Hawaiian punch.

Hawaiian music was played during the noon meal and the only feature lacking to make the luau complete was grass-skirted, hula girls.

The satisfied expressions of well-fed sailors was ample repayment for the additional efforts required by the Chase Field and Miramar commissarymen in turning out the barbecued meals and Hawaiian feast.

Chichi Jima Club is Chi-Chi

Want the recipe for turning a museum into a showplace—or would "sideshow" be a better word for an EM club? Anyhow, you can ask the sailors, Seabees and Marines on Chichi Jima; they've found a formula which goes something like this: Take a small mess hall which doubles as a part-time club and crowd it to the point where the patrons become dissatisfied; next find an available unused building. Then talk your disgruntled "customers" into donating part of their "resting time" to a communal working party, and add the services of any spare hands who stray across the horizon.

Finally, stir things up for approximately two and a half months. The result: a handsome two-story club and recreation building — and a prime excuse for a "wetting down" party to break in something like the Ginkokai Club.

Putting the recipe to work on Chichi Jima, a dot land in the Bonin Islands south of Japan, was a simple matter since all ingredients were at hand. A steadily increasing number of single enlisted men (along with the family Navymen and their wives) overcrowded the existing chow-cum-club facility. Handy—and vacant—was a two-story concrete structure once occupied by the Bonin Islands Museum. Manpower with the necessary talent was also handy.

The old museum building was in deplorable condition, scarred on the outside by WW II bullets and shrapnel, scummed on the inside by plaster fallen from the walls and a two-inch growth of moss where water had leaked through the roof. The working force was prime, however, and under the leadership of Staff Sergeant Hector C. Beebe, USMC; HM1 Edward C. Ring, USN; and RM1 Joe F. Towell, USN, all hands (including Seabees who were on the island TAD) turned to renovating and modernizing the one-time museum.

A jungle of *ginkokai* trees (used by the Japanese for camouflage purposes) was cleared away; plaster was replaced, window casing and windows were reinstalled; the electrical circuit was rewired. A final coat of paint and the installation of furnishings completed the new recreation facility.

Practically everyone stationed on

Chichi Jima and several of the island's leading citizens turned up for the gala opening, which included the usual drawing for prizes plus "home-cooked" chow prepared by brownbaggers' wives.

Ginkokai Clubbers boast that their club exists because they were convinced that "Where there's a will, there's a way, even 'way out here.'"

FTCs With Punch and Crunch

"A trophy for every try" might well be adopted as a slogan by the precision drill team from Fire Control Technician School, NTC San Diego—a marching outfit which has picked up a trophy in each of 18 competitions in little more than a year of existence.

The precision drillers achieved their record despite the fact that team membership is constantly changing since the men are all Fire Control School Students who return to Fleet duty after completing their training. Each new "recruit" needs about four weeks of practice to fit him into the group—and he remains a member of the team only about 19 weeks. Then, too, each man who joins the team must buy his own special gear and practice on his own time, while maintaining a scholastic average of 80 per cent.

"Dress uniform" for the team consists of blues with white accessories or whites with black accessories, including helmet liners, belts, special leggings and aiguillettes. A highly-polished .30-06 rifle with bayonet and white sling completes the outfit for each man in the team's marching unit.

Organizer and still drillmaster of the specialized groundpounders is Wendell H. Woodward, FT3, USN.

OLD MUSEUM became fine new EM club as enlisted men on Chichi Jima put spare time and talents to work.



JANUARY 1957

TODAY'S NAVY

Woodward, a WW II Navyman who volunteered for duty with the Marine Corps on Okinawa, returned to active Navy duty in June 1954. He reported to the Fire Control Tech school as a student in May 1955, after deciding to change his rate from boatswain's mate.

Woodward, his 16-man marching unit and five-man color guard, made their debut in a local California competition—and marched off with first place honors. Since then the team has picked up 17 additional trophies, performed at more than 50 public gatherings and participated in two national and six regional telecasts.

Pioneer Pilots Return

More than 50 pathfinders from the early pages of naval aviation history returned briefly to "active duty" recently in USS *Forrestal* (CVA 59) to see how their pioneer efforts are paying off in the atomic age.

Among the old-timers who inspected the ship with a keen interest in everything they encountered, were such colorful figures as VADM P. N. L. Bellinger, USN (Ret.), RADM Albert C. Read, USN (Ret.) and RADM David S. Ingalls, USN. Admiral Bellinger, whose plane was shot up over Vera Cruz, Mexico, in 1914, was the first naval aviator ever to undergo that unpleasant experience. Admiral Read piloted the *NC-4* on its historic Atlantic crossing in 1919 and Admiral Ingalls was the Navy's first ace.

For two days the group looked around, batted the breeze with *Forrestal's* crew and relived the days when they and aviation were young together. As enthusiastic and inquisitive as ensigns on their first fire drill,



NAVAL AVIATOR NO. 93 (H. Landon) compares his uniform with that of LTJG F. Jonas during *Forrestal* reunion.

the visitors received a big welcome from the crew of *Forrestal*.

Dropping down to the chiefs' mess for coffee, two of the guests, Admiral Bellinger and Guy McLaughlin (both members of the first class of enlisted pilots back in 1916) regaled the CPOs with anecdotes and sea stories from the days before most of their listeners were born.

On the bridge, while discussing flights made 40 years ago, the "early birds" watched CDR Duke Windsor put the record-setting F8U *Crusader* through its paces. Later, while talking of long-departed planes with top speeds of only 100 miles per hour, they interrupted their conversation to hear CDR Windsor explain why he had kept the *Crusader* under 1000.

Finally, after countless climbs up and down ladders and miles of inspection trips, the visitors left the ship at Mayport, Fla., for the trip home—made by air, of course.

Record for Crusader

Navy's first entry in the famed Thompson Trophy event of the National Aircraft Show was an FAU-1 *Crusader*—and she set a new national speed record of 1015.428 miles an hour, pushing the Thompson mark beyond the 1000-mile figure for the first time (the previous record, set last year, was 822 mph).

The *Crusader*, a standard production model equipped with a full armament complement of 20mm cannon, made the flight over a 15.1 kilometer course on the desert at China Lake, Calif. Piloted by CDR R. W. "Duke" Windsor, USN, the faster-than-sound carrier-based fighter made two passes over the course, being clocked at 1018.553 mph on the northern run and 1012.303 on the return course.

CDR Windsor piloted the plane 400 miles in making the two runs, although the course itself was approximately 19 miles long. The rest of the distance was used in climbing to 40,000 feet altitude and making supersonic turns at both ends of the runs. The *Crusader* was off the ground for a total of 32 minutes.

New Helmet for Jet Pilots

Navy pilots are now being supplied a new integrated protective helmet developed by the Bureau of Aeronautics.

The new helmet provides additional protection needed in flying high speed jet aircraft.

Incorporated into the helmet shell is a rigid plastic foam material which yields at a given force, and in crushing, dissipates the force and protects the head. To adopt a helmet using such a material to human



TIME FLIES—*Forrestal* visit gives early aviators a chance to compare carrier operations of yesterday and today.

head-size ranges, a sizing system of soft foam neoprene liners, with two thicknesses each for back, crown, and frontal pads, is utilized.

A retractable eyeshield assembly accommodates either a clear or neutral gray filter lens material, and provides eye protection. The earcup assembly increases communication by reducing noise.

A compact communications harness makes use of a new jack which contains both the transformer and leads for the microphone and headset receives. The chin strap and oxygen mask mounting tube have been designed to retain the helmet and oxygen mask during emergency escapes at high speeds.

Back in Jones' Home Town

USS *John Paul Jones* (DD 932) has returned to Boston, Mass., upon completion of an extensive shakedown cruise which took her to Portsmouth, England; Edinburgh, Scotland; Oslo, Norway; Copenhagen, Denmark, and Le Havre, France.

While visiting Edinburgh, crew members made a side trip to Kirkcudbright, the birthplace, in July 1747, of the man for whom their ship was named.

While in Kirkcudbright, they visited the church where John Paul Jones' family worshiped. It contains a baptismal font which was presented by the U.S. Navy in memory of the naval hero. In the churchyard, the crew visited the grave of his father, John Paul, Sr.

The Jones' crew then visited a little cottage on the Arbigland Estate, a few miles from Kirkcudbright. It was in this small cottage, overlooking the sea, that John Paul Jones was born.

The U.S. Navymen were dinner guests at the John Paul Jones Hotel and were officially welcomed to Kirkcudbright. Upon arriving at the town hall, they were greeted by the local residents who took them to their homes to spend the night.

In appreciation for the hospitality offered them, the *John Paul Jones* men presented to the public of Kirkcudbright a silver tray "in memory of Commodore John Paul Jones" and a bronze copy of the ship's seal.

The Shield-shaped emblem has an image of Jones in the center, circled by the names of all the ships which he commanded. Across the top are inscribed his immortal words: "I have not yet begun to fight."



USS *JOHN PAUL JONES* (DD 932)—Her shakedown cruise to European ports gave crew a chance to see birthplace of hero whose name she bears.

The Word on 'Fabulous Fifteen'

The legend of "Fabulous Fifteen,"—Carrier Air Group 15, that is—continues to grow right merrily, although the group recently completed another WestPac tour and is now undergoing training in California. *Fifteen*, which was with ADM Marc A. Mitscher's Task Force 58 during its World War II Pacific heyday, was first commissioned in April 1943—and within five months was headed into history with USS *Hornet* (CV 12).

From *Hornet* to *Essex* (CV 9), to *Tulgai* (CVE 72) and *White Plains*

(CVE 66), from their initial combat sortie against Marcus Island to the day their group was decommissioned in October 1945, the men of CVG 15 worked at giving their outfit a reputation as one of the hardest-fighting units in the Pacific. The proof of their success: that nickname "Fabulous Fifteen" and a Presidential Unit Citation.

Recommissioned in March 1946, CVG 15 made a tour of the Orient and a short tour in Alaskan waters before again being decommissioned in December 1949.

In April 1951 other men and

A Sea Story is a Sea Story — But Here's Proof

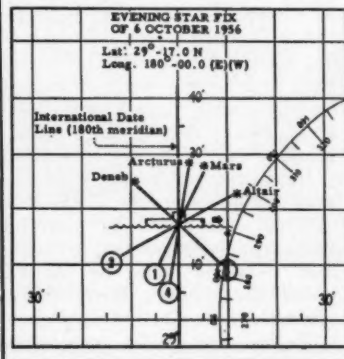
The right man doing the right thing at the right time and in the right place has brought USS *Wasp* (CVA 18) the minor glory of a once-in-a-lifetime navigational experience—a round of star fixes which plotted the CVA smackdab on the International Date Line, the 180th meridian.

Considered a "lucky accident" by most navigators, the unusual star fix was taken by M. A. Embry, QMC, USN at 1810 one evening

while CVA 18 was steaming from Japan to Pearl Harbor. Many ships have crossed and recrossed the international Date Line and celestial observations have been made through dead reckoning, yet a star fix placing a ship exactly on the 180th meridian remains extremely rare for a number of reasons.

For one thing, star sights can be taken only twice a day, early in the morning just before sunrise, and late in the afternoon just after sunset. Only at these times are both the horizon and the stars distinctly visible at the same time. Thus a ship has to be crossing the Date Line during such a time for it to be able to "mark" the time of crossing precisely on the 180th meridian.

Then, in addition to being in the right place at the right time, you must have the right man doing the right thing—in other words *Wasp's* Chief Embry just happened to pick the right time to take his routine evening star sights.





'FABULOUS FIFTEEN' F2H-3 Banshee leaves arresting gear to taxi forward for parking on deck of USS Wasp (CVA 18) as CAG 15 returns from Far East.

other planes were joined to recommission CVG 15. During their first Korean tour, these men embellished their squadron's legend by chalking up nearly 6000 sorties against enemy positions. Ten million pounds of bombs were dropped, accounting for over 3000 rail cuts, destruction or damage to 46 locomotives, 500 trucks, 900 rail cars and some 100 bridges. Also added to the "Fabulous Fifteen" record: one Korean Presidential Unit Citation.

CVG 15 in January 1952 headed for a second tour in the Korean theater. The group, this time made up of reserve squadrons on active

duty, presaged the success of that second Korean tour by achieving (during their Operational Readiness Inspection) the highest proficiency mark awarded up to that time in the Korean conflict.

Back in "the land of morning calm" the group promptly dug into their self-imposed task of legend-building. In 55 consecutive days "on the line" CVG 15 pilots flew over 3000 sorties—and set a new one-day record by flying 184 sorties in support of ground forces engaged in the Battle of Anchor Hill. During the same period one of the Group's pilots, LT Guy P. Bordelon, usn, be-

came the only Navy ace of the Korean action.

From that point forward, the story of "Fabulous Fifteen" simmers down to the more ordinary West Coast-WestPac shuffle: They returned to the States in September 1953 for rest and a training cycle, deployed to the Orient again in March 1954 and returned to Moffett Field in March 1955. Following another of the eternal training cycles, they headed into the Far East again, but this time their agenda included an Armed Forces Day display for the citizens of Guam, a flying salute at the commissioning of the new Cubi Point Naval Air Station on Luzon, Philippines,—and "eyeballing" goodwill visits to such assorted ports of call as Manila, Hong Kong, Yokosuka, Sasebo, Iwakuni and Kobe.

Nowadays, seeing that the group is deep in yet another training cycle, any major additions to the "Fabulous Fifteen" legend are being made in various "snug harbors" within liberty radius of Moffett Field. Despite the location, however, CVG 15's men stand ready to assure any doubters that there's plenty of fire behind the aviation unit's "smoke."

Armed Scow Makes 3250-Mile Inland Water Journey Without Incident

It takes a heap of moving to deliver a shipboard gun installation to a new home—particularly when the gun mount is at the Naval Gun Factory in Washington, D.C., its "home" is U. S. Naval Training Center, Great Lakes, Ill., and it is not feasible to disassemble the mount because of its complexity and the expense of reassembly.

But there was a solution which saved the Navy about two-thirds of the cost involved in the disassembly-reassembly method of overland shipment: The 57-ton 3"70 caliber mount, measuring 23 feet in height and 18 feet in diameter, was moved intact through a roundabout 3250-mile inland water course to Great Lakes. A steel scow, built from the hull of an old LST and resembling a barge, offered the strength and stability needed for the job.

Loaded aboard the scow by a heavy-duty overhead crane at the Gun Factory, the covered mount was towed down the Potomac River and Chesapeake Bay on the first leg of a 40-day journey.

Entering the Intercoastal Waterway at Norfolk, the mount traveled through inland waters to Key West, Fla., rounded the Keys to Carrabelle, Fla., then moved on to New Orleans.

From there the mount made slow progress up the Mississippi River to Lockport, Ill., and the entrance to Chicago's Sanitary Canal, where the mount could not pass under the low railroad bridges which crossed the canal. As a result, 18 drawbridges were opened to permit passage.

When the scow finally arrived at the Great Lakes Boat Basin, the most difficult part of the moving job still lay ahead. The mount had to be uncovered, off-loaded from the scow, and moved overland to the Gunner's Mate School nearly a mile away.

In moving the mount from the scow to dockside, the entire 57-ton unit was raised by powerful pneumatic jacks so that two 65-foot I beams could be slipped under the mount's lower frame girders.

Heavy skid dollies were then

used to transfer the mount to 50-ton moving dollies equipped with airplane-type wheels.

Before the actual moving could get underway, transportation personnel had to choose the most accessible route to the school and determine the exact degree of all grades, curves and banks. Streets also had to be checked to see if they could withstand the combined weight of the gun mount and associated moving equipment, including three heavy trucks.

Although no problems were encountered, other than a hill with an 11 per cent grade and a four-degree bank on one curve, it took two days to move the mount to the GM school.

At its new home in Great Lakes, the 3"70 caliber mount will be the basis for an 18-week course of advanced training for men holding rates of GM2 and above. Primarily designed for use as part of the dual-purpose batteries on frigates and larger destroyers, the mount is one of the Navy's newest weapons. This type of weapon is at present in limited service.

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HELPING HANDS—Navy ships, *USS Dogfish* (SS 350) and *Willis A. Lee* (DL 4) come to the aid of a burning fishing trawler in water off Long Island, N. Y.

TV for 'Bing Ding'

Many ships in the Navy can claim a closed television circuit for intraship use. But no ship can claim anything to compare with the Armed Forces Television Station "Bing Ding" which transmits seven days a week.

uss *Badoeng Strait* (CVE 116) claims to have the world's first and smallest entertainment television station afloat.

Station Bing Ding televises many types of programs, nationally known favorites as well as "live" shows on world news, sports, local talent and disc jockeys.

AFTS "Bing Ding" goes on the air at 1645 daily, Monday through Friday, at 1500 on Saturdays and at 1400 Sunday afternoons. Televiewers of this station are not subject to "TV-blues" the next morning because they watched the late, late, late show. The station shuts down nightly at 2145.

Some of the "canned" programs may look very familiar to the avid TV fan watching "Bing Ding." Since these nationally telecast programs have been filmed over the past two years, chances are that viewers might have seen the live show a while back in the States. Each kinescope is complete, as shown Stateside, including commercials.

The kinescopes come from the Armed Forces Television Service in New York City in lots of 50 hours, enough to last the station a week.

AFTS Bing Ding is manned by a staff of five—two officers and three

enlisted men—who serve in the multiple and interchangeable capacities of announcers, commentators, producers, directors, engineers, previewers, technicians, sweepers, dishwashers, and any other jobs that happen along. All five men received an intensive two weeks of training at a commercial television school.

Atomic Warfare Defense School

Navymen battle against an atomic blast every week at the Atomic, Biological and Chemical Warfare Defense School at the Norfolk Naval Base where they are students.

An intensive five-day course trains the men for assignment to Fleet decontaminating and monitoring crews.



LEARNING TO COUNT—Student in Norfolk's 'ABCD' Course looks for hot spots during simulated atomic attack.

The average enrollment is 24 men in each class.

The training course includes General Quarters assignments, damage control, seeking and finding dangerous sources of atomic rays and the decontamination of men. A simulated atomic blast is part of each week's course.

A three-deck mock superstructure of a destroyer escort is used as a prop during the course. The plywood training ship is complete with hatches, ladders, intercommunication system, ports, bridges, and other features of an actual fighting ship down to the regulation coat of Navy gray paint. It adds realism—as well as interest—to the classroom lectures.

As a precautionary and training measure men are issued foul weather gear and goggled masks to protect them from simulated atomic radiation and radioactive dust.

All students take part in a "battle problem" which marks the end of the course. During this time the ship undergoes an atomic "attack" and all hands put their practical knowledge to use.

Heavy lead containers of radium and cobalt 60 are concealed in special hiding places for the teams to detect.

When the crew finds a hot spot by the help of Geiger counters, locations are reported to damage control headquarters over the intercom system. After the ship is cleared of dangerous radioactivity, all hands are then personally decontaminated.



THE BULLETIN BOARD

Here's New Summary on Living Conditions in the Philippines

IF YOU ARE EVER fortunate enough to rate a tour in the Philippines, you will feel that you've been more than repaid for some of the less desirable duty stations. Those who have been there claim that, whether you're just starting out on your Navy career or are finishing 30, you won't regret an assignment here. That's what they say.

The Navy maintains two bases in the Philippines, both on Luzon. They are Subic Bay and Sangley Point, and both are fairly close to Manila. Although transportation to Manila from both places is available, it is either substandard or else entails a long waiting period between trips. As a result, private autos are not only highly desirable, but are practically necessities.

Climate — The climate of the Manila area is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. The lowest minimum temperatures occur from December to March, with 70 degrees being the average minimum. The "hot season" comes in April, May and June, when the daily peak is 90 to 95 degrees. The rainy season is from June through October. As much as 13 inches of rain have fallen in one day during that season.

Housing — The housing at both Subic Bay and Sangley Point is mostly of a temporary type, but is adequate and comfortable. There are a few regular houses for senior officers at both stations, but most of the quarters are converted quonsets. The usual facility consists of two or three bedrooms, bath, living room, dining room, kitchen and screened porch. Showers are provided, but bathtubs are not available at present. Kitchen stoves and refrigerators are provided.

There are a few suitable civilian houses, outside the station at Sangley Point, which can be rented. There is no civilian housing at Subic Bay. There is a waiting list for Navy housing. Full quarters allowance is withheld when government quarters are occupied. Quarters located here



"You go right back there and reenlist!"

are equipped with basic furniture.

Household effects — Take along your own glassware and kitchen appliances, and other electric appliances where government quarters are not expected to be readily available. This will be the situation in most cases since the average wait for government housing is 12 months.

If you decide to bring your own mattresses and pillows (and you should), it is worth remembering that foam rubber is better suited to the climate than cotton, hair, feathers, or innersprings. All essential items for setting up housekeeping can be purchased on the stations, but most items require a three-month waiting period for delivery. Civilian shops in Manila are well stocked, but prices are extremely high.

The electrical current on the stations is suitable for stateside equipment. Take whatever electrical appliances you like. The current in the Philippines is standard Stateside 110-volts, 60-cycle, A.C. A washing machine is a must. The non-automatic, ringer-type is best, for if your automatic machine breaks down you may have a long wait for parts and in most places the water pressure is not sufficient for proper operation. Refrigerators are furnished with government quarters.

Do not take gas appliances; there

is no fuel for them in the islands.

You will want a radio, of course, and television sets are useful in the Philippines now. Don't bother with a vacuum cleaner unless you have some pet use for the attachments, since there is no upholstered furniture in the islands, and very few draperies. The rugs are all straw or fiber, and a broom will do fine.

Automobiles—Roads in the Manila area are in fairly good condition. Private automobiles should be taken; they are not essential, but are extremely desirable. Gasoline is not rationed and costs about 19 cents a gallon through the Quartermaster stations.

Make sure your tires are good and that your battery is fairly new. Mechanical and body repairs can be obtained easily and economically but batteries are expensive.

Clothing—Women: Women should take mostly summer clothing, preferably cottons. A few bright summer evening dresses should be included. Local seamstresses are plentiful and highly skilled. Rain gear is essential for the wet season. Navy Exchanges carry some personal items. Prices for women's apparel in local markets are very high.

Men: The cotton uniform is worn for duty, and, for certain evening affairs, you will need whites or their equivalent. These are available at the service sales outlets. Civilian clothes are authorized for off-duty wear.

Children: For the children a generous supply of regular summer play clothes is needed. So are play shoes. They will need school clothes, of course, but they should be washable.

Shoes for the whole family are a problem in the islands, best solved by a Stateside personal shopper or a mail-order catalog. Mail orders enter the Philippines through the APO or FPO, and thus do not require payment of the import charges of the local government.

Servants—Servants are available at very reasonable rates. Wages range from a minimum of \$15 a

month (plus room and board) for a housegirl to a maximum of \$50 a month for a man and wife.

Your wife may wish to do most of her own housework and cooking, and hire a part-time housegirl to take care of the washing and ironing. These girls are usually paid about \$10 per month for working three days per week.

Food — Commissaries and Navy Exchanges carry most food to which Americans are accustomed. Local markets are stocked with many kinds of tropical fruit, as well as familiar varieties of vegetables. Stores in Manila also offer a wide variety of foods, but prices are high.

Medical care — Dispensaries are available at both stations, and furnish medical care and limited dental care to dependents. All possible dental work should be done before leaving for the Philippines. Persons wearing glasses should take along an extra pair owing to the difficulty of filling prescriptions there.

Education — American schools, through high school, are available to all personnel. Educational opportunities are comparable to those offered by the public schools in the States. Training at college level is obtainable at numerous colleges in the Manila area. The school year begins in June and ends early in March. Government buses carry students back and forth to school.

Religion — Protestant and Catholic services are held at the station chapels. In addition, services in almost all denominations can be found in the Manila area.

Banking — Facilities for banking comparable to those found in any large city are available in Manila.

You may not spend American money in the islands. On the bases you will deal in Military Payment Certificates, and elsewhere, you must use the currency of the land. You may not, by the way, take more than \$50 in U.S. money into the Philippines, and this you must exchange for MPCs or pesos within 24 hours.

Recreation — Camp John Hay is a recreation center for the Far East, and the U.S. military on Luzon can expect to get there frequently during their tours. It is a mountain resort that offers golf, swimming, fishing, and other outdoor activities, and there are cottages there so that fami-

lies may live the quiet life of a mountain resort in the States.

There are a number of golf courses on or near the military reservations, and also fishing, boating, swimming, picnicking, and the social activities of a military community. There are officers', petty officers' and service clubs on all the bases, and American personnel lead a close-knit life that leads to considerable family-type social entertaining.

A popular scenic spot for weekend excursions is Tagaytay Ridge, overlooking a lovely lake.

Families with young children should take along a good supply of

toys and other items for amusement. These are expensive and scarce locally.

Pets — Certificates of good health should be obtained in the country of departure for all pets. Dogs must have anti-rabies shots. Pets are examined upon arrival and are not required to remain in quarantine if the above requirements are met.

General — Dependents planning to travel to the Philippines should check early on immunization requirements and make sure they comply fully. Smallpox, typhoid, tetanus, cholera and typhus are required. Application must be made for passports and visas.

WHAT'S IN A NAME

Named For A Queen

The naval barracks at Annapolis, Md., is not a shore-based installation but a ship.

This ship is referred to as a naval barracks because it performs all the functions of one. It houses, feeds, clothes, pays and renders other services for Navymen serving at the U.S. Naval Academy. Although performing these functions, this ship is not classified as an APL (barracks ship). It's an IX-Unclassified Miscellaneous.

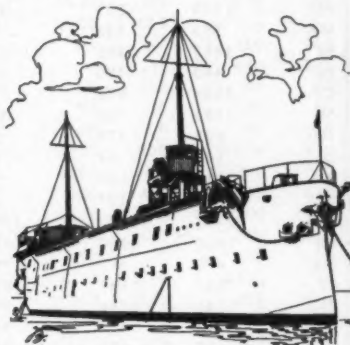
Unclassified Miscellaneous, is without a doubt, a proper title for USS *Reina Mercedes* (IX Z5) as there is no other ship in the U.S. Navy quite like it. *Reina Mercedes* is in commission—has a captain as commanding officer—yet is a component of a shore-based facility, the U.S. Naval Station at Annapolis, which is maintained to support the Naval Academy.

Stories of the "*Reina*"—as the 278-foot ship is commonly called—are well known. She's considered to be the "fastest ship in the Navy." That's because she has been "fast" to her berth at the Naval Academy for so many years.

This is not the only distinction of the naval barracks. *Reina Mercedes* is believed to be the only prize of war currently in a commissioned status in the U.S. Navy.

Named in honor of Queen Mercedes of Spain, the former unarmored cruiser was built in 1887 at Cartagena, Spain. She was built during the period when navies of the world were undergoing the transition from sail to steam. Rigged as a three masted schooner, *Reina* was capable of being driven by both sail and steam. With her 4400-horsepower she could cruise at 17½ knots.

Although rated as an unarmored cruiser, she was equipped with six 16cm and 11 smaller guns, as well as five torpedo tubes.



The former pride of the Spanish fleet became a unit of the U.S. Navy in 1903 and served for the next eight years as the receiving ship at Newport, R. I. Early in 1912, she returned to Norfolk for an overhaul and refit and on 30 September arrived at Annapolis to relieve USS *Hartford*—Admiral Farragut's flagship during the Civil War—as station ship.

Since 1912 *Reina* has served continuously as the station ship at Annapolis except during brief periods in 1916, 1927, 1932, 1939, and 1951, when she was towed to the Navy Yard at Norfolk for dry-docking and overhaul.

Reina Mercedes served under the Spanish flag for 11 years before being sunk on 4 Jul 1898. In March of the following year, she was raised from the bottom of Santiago Harbor, Cuba, and towed to Norfolk, Va., where she was overhauled and converted.

Reina also serves as headquarters for the Academy's sailing activities, as well as a lookout and harbor control center.

TABLE I
NUMBER WHO PASSED AND MAY BE ADVANCED TO EACH RATE AS THE RESULT OF THE AUGUST 1956 EXAMINATIONS

Rating	No. who passed	No. who may be advanced	No. who passed	No. who may be advanced	No. who passed	No. who may be advanced
	E-4		E-5		E-6	
BM	3732	415	1430	47	1556	48
QM	822	822	329	329	185	136
RD	1258	1258	688	688	246	246
SO	489	489	489	489	112	112
TM	365	365	141	141	191	37
GM	1784	1573	692	341	839	24
GS	60	60	22	22	8	8
FT	1120	1120	535	535	200	152
MN	158	107	82	30	37	6
ET	1119	1119	667	667	306	233
IM	73	73	15	15	11	2
OM	38	38	17	17	9	9
TE	724	724	391	391	198	150
RM	1406	1406	601	601	252	252
CT	509	509	303	303	129	129
YN	2238	2238	884	884	295	70
PN	1532	1251	372	372	134	134
MA	132	132	52	52	56	2
SK	1465	1465	512	512	296	157
DK	490	490	149	149	79	14
CS	1184	933	797	87	1173	36
SH	1086	750	524	145	367	10
JO	138	113	30	30	13	13
LI	146	53	63	30	35	3
DM	148	148	38	38	14	14
MU	197	197	74	74	38	38
MM	2494	2494	1099	1099	681	681
EN	1860	1860	796	796	686	76
MR	472	472	154	154	79	79
BT	1957	1957	675	675	416	416
EM	1746	1746	948	948	464	464
IC	674	674	336	336	94	94
ME	629	629	264	264	262	8
FP	634	430	346	346	161	73
DC	602	602	241	241	236	7
PM	44	44	8	8	4	4
ML	47	36	13	13	11	4
SV	109	75	18	18	4	4
CE	155	155	59	59	35	35
CD	350	54	281	116	90	26
CM	226	84	111	80	48	10
BU	333	333	138	138	50	50
SW	104	104	53	53	20	15
UT	98	98	61	61	24	24
AD	2256	2256	818	818	1119	36
AT	1508	1508	550	550	331	331
AO	777	777	377	377	261	10
AQ	23	23	8	8	24	24
GF	19	19	4	4	13	10
AC	520	520	127	127	89	89
AB	1793	635	325	227	115	12
AE	782	782	254	254	163	163
AM	1576	1576	395	395	344	141
PR	141	141	48	48	72	25
AG	318	318	169	169	65	65
TD	196	196	144	144	61	50
AK	895	634	154	154	84	12
PH	521	364	241	241	85	30
HM	2808	2009	1314	1029	850	26
DT	747	747	138	138	86	9
SD	2146	79	1042	33	787	23

How Will You Make Out

THINKING ABOUT the February exam? Weighing your chances for promotion? Or has the division cynic persuaded you that you don't have a chance?

Perhaps opportunities aren't so good in some rates or ratings as in others, but generally speaking, advancement opportunities have rarely been better. Here's the straight scoop concerning your prospects, not only for February, but the possibilities for the forthcoming years.

You'll find in Table I the actual number of Navymen, by rate and pay grade, who passed the examinations held in August and the number who were included in the quota for advancement to each rate on a service-wide basis.

Tables II and III contain estimates of the results of the February exams. These estimates are based on available statistics, study of past performance and an estimate of all the variables which might affect the number who may be included in advancement quotas. Although this data may be changed as circumstances dictate, it will at least give you a good idea of your opportunities and the competition you'll face.

A study of Table III will show that future advancement opportunities average out pretty well. There will be increased opportunity in some rates; in others, prospects aren't so good.

To become factual, however, you'll notice that there are 24 E-7, 25 E-6, 52 E-5 and 41 E-4 rates in which it is expected that all or nearly all who pass the examinations will be advanced. Take a look, for example at the advancement opportunities in the RD, GS, SO, RM, CT, MR, BT, EM, IC, CE, BU, UT, AT, AQ, AC, AE and AG ratings. Advancement here, where there are expected to be no limiting advancement quotas after the February exams, will be determined solely on your own ability.

Obviously, for those rates in which there are more men than jobs, advancements will be limited.

In this connection, bear in mind that BuPers Inst. 1440.18 establishes a program which enables you, if you

On Advancement Exams?

hold a certain rating in pay grade E-4 or E-5 to change your rating to one in which there is a pronounced need for additional POs.

As you know, it has been decided to hold additional examinations in May and November for certain E-4 rates. This will provide additional opportunities for men in the ratings where they are most needed. Examinations are conducted in May and November only for those rates in which there is a need for additional personnel. It is assumed that all recommended candidates passing the examinations in these periods will be advanced to pay grade E-4.

What about POs and CPOs? A forthcoming issue of ALL HANDS will present a report showing the on-board strength and requirements as of now, related to number of individuals completing 20 years' service in the next few years. The report will show that transfers to the Fleet Reserve and inactive duty will open additional advancement opportunities to higher pay grades in those ratings which today are considered to be crowded.

You'll also notice that opportunities for strikers are excellent in many of the ratings which are crowded in the top two pay grades but in which there are shortages in pay grades E-4 and E-5. If, for example, you are a striker in the QM, TM, FP, AD, AO or AM ratings, your chances are good.

The present opportunities in the RD, GS, SO, RM, CT, MR, BT, EM, IC, CE, BU, UT, AT, AQ, AC, AE and AG ratings should not be assumed to mean that large numbers of personnel in pay grades E-6 and E-7 can be changed to any one of these ratings. The addition of large numbers of senior petty officers to numerically small ratings would block future advancements for a long time to come. Changes in higher pay grades for these ratings will be limited to insure that future opportunities for advancement are maintained for junior petty officers now in or changing to this rating.

That's our interpretation. Here are the facts presented in table form.

TABLE II
ESTIMATES ON NUMBERS WHO WILL PARTICIPATE AND
NUMBERS WHO WILL PASS FEBRUARY 1957 EXAMINATIONS

Rating	Pay Grade E-7		Pay Grade E-6		Pay Grade E-5		Pay Grade E-4	
	Take Exam	Will pass	Take Exam	Will pass	Take Exam	Will pass	Take Exam	Will pass
BM	3275	1000	3500	1500	2850	1425	6100	4820
QM	400	140	170	70	250	125	400	320
SM	500	175	210	90	420	210	500	400
RD	320	130	600	250	1520	760	820	650
SO	250	100	260	110	960	480	250	200
TM	690	140	430	180	450	225	280	220
GM	1750	500	1940	810	1400	700	2300	1820
GS	80	25	30	10	60	30	100	80
FT	570	190	460	190	1200	600	—	—
FTG	—	—	—	—	—	—	20	15
FTM	—	—	—	—	—	—	190	150
FTU	—	—	—	—	—	—	280	220
FTA	—	—	—	—	—	—	230	180
FTL	—	—	—	—	—	—	80	60
FTE	—	—	—	—	—	—	80	60
MN	65	25	80	35	180	90	240	190
ET	900	360	700	300	1500	750	—	—
ETN	—	—	—	—	—	—	330	260
ETR	—	—	—	—	—	—	430	340
ETS	—	—	—	—	—	—	85	70
IM	35	12	25	10	35	18	100	80
OM	35	15	15	6	36	18	80	60
TE	215	80	440	190	900	450	1020	810
RM	725	210	560	240	1300	650	1000	790
CT	320	175	300	130	600	300	400	320
YN	1100	390	670	280	1700	850	2700	2130
PN	460	185	300	130	800	400	1800	1420
MA	160	70	130	55	120	60	140	110
SK	850	335	630	270	1120	560	2200	1740
DK	310	100	160	70	300	150	600	470
CS	2400	750	2700	1140	1580	790	1800	1420
SH	670	230	840	350	1050	525	1500	1190
JO	30	13	30	13	70	35	200	160
LI	95	30	80	35	130	65	200	160
DM	30	13	30	13	100	50	200	160
MU	100	30	90	40	160	80	240	190
MM	1350	525	1600	670	2800	1400	2000	1580
EN	2300	720	1600	670	1600	800	2650	2090
MR	200	80	190	80	400	200	300	240
BT	1000	460	960	400	1600	800	1600	1260
EM	925	375	1070	450	2200	1100	1400	1100
IC	170	60	220	90	760	380	400	320
ME	870	315	600	250	600	300	860	680
FP	340	110	370	160	700	350	720	570
DC	720	260	550	230	480	240	800	630
PM	10	6	10	4	20	10	90	70
ML	25	10	25	10	30	15	60	50
SV	44	2	10	4	40	20	170	140
CE	40	13	80	35	160	80	200	160
CD	110	30	200	86	560	280	500	400
CM	100	35	110	45	240	120	300	240
BU	75	25	120	50	360	180	380	300
SW	40	10	50	20	110	55	160	130
UT	35	15	55	25	140	70	160	130
AD	4400	1600	2600	1100	2000	1000	—	—
ADJ	—	—	—	—	—	—	1400	1100
ADR	—	—	—	—	—	—	1400	1100
AT	1400	375	800	340	1460	730	1100	870

(Continued on next page)

If You're in a Crowded Rating, Now's the Time to Change

TO PROVIDE BETTER career opportunities for Navymen in ratings where advancement has been restricted, a program has been established which will enable these men either to attend schools or to qualify through in-service training for change to ratings in which the need is greater.

To correct the present surplus in the crowded ratings, a substantial number of E-4s and E-5s may be converted to ratings in which shortages exist and the ratings for which E-3s are strikers are to be adjusted in so far as practicable to meet the Navy's requirements.

It has been found that quota restrictions on advancement in some ratings have allowed an individual to progress no farther than pay grade E-5 while an individual of equal



ability, during the same period of service, will have advanced to pay grade E-7 in a rating where advancement opportunities are unrestricted. In many of the ratings from which conversions are desirable, there are

still large numbers of personnel who could become qualified for change to one of the ratings where shortages exist and where advancement opportunities are much better.

There are a number of ratings such as TM, QM, AD, AM, and GF in which on-board strength exceeds requirements in pay grades E-6 and E-7, but in which there are shortages in pay grades E-4 and E-5. Since opportunities for advancement to PO1 and CPO have been limited in the past, and are limited right now, the Navy has found it impracticable to establish a conversion to these ratings at the present time. And, since considerable numbers of senior petty officers in these ratings will complete 20 years' service within the next three or four years, there will be excellent advancement opportunities for personnel entering these ratings from pay grade E-3.

During fiscal year 1957, about 85,000 new POs must be trained and qualified for advancement to pay grade E-4. Of this number, it is anticipated that about 41,000 will be Class-A-School trained. The balance will be in-service trained.

There are two paths of conversion to Navymen in pay grades E-4 and E-5 who wish to qualify for change to the ratings where there is a need for additional personnel. These are:

In-Service Training — Navymen who have acquired the required qualifications through in-service training may request a change in rating under the provisions of BuPers Inst. 1440.5A (concerned with change in rate, rating and rate symbols).

Formal School Training — Navymen ordered to schooling for more than 20 weeks will be reassigned upon completion of the course. TAD orders may be requested for those applying for a course which is less than 20 weeks so that they may be available to their own unit upon completion of the course. In some cases, additional Class C courses will be provided.

The eligibility requirements for formal school training for the purpose of a change in rating are:

- Must have necessary obligated service as shown in Table II.
- Must meet the test score re-

TABLE II (continued)

ESTIMATES ON NUMBERS WHO WILL PARTICIPATE AND NUMBERS WHO WILL PASS FEBRUARY 1957 EXAMINATIONS

Rating	Pay Grade E-7		Pay Grade E-6		Pay Grade E-5		Pay Grade E-4	
	Take Exam	Will pass	Take Exam	Will pass	Take Exam	Will pass	Take Exam	Will pass
AO	1000	330	600	250	760	380	—	—
AOU	—	—	—	—	—	—	1050	830
AOT	—	—	—	—	—	—	180	140
AQ	130	60	55	25	50	25	—	—
AQB	—	—	—	—	—	—	25	20
AQF	—	—	—	—	—	—	75	60
GF	175	50	30	15	70	15	70	55
AC	300	115	210	90	340	170	—	—
ACR	—	—	—	—	—	—	150	120
ACT	—	—	—	—	—	—	210	170
ACW	—	—	—	—	—	—	140	110
AB	230	60	270	115	660	330	—	—
ABG	—	—	—	—	—	—	580	460
ABU	—	—	—	—	—	—	1750	1380
AE	450	150	400	170	700	350	—	—
AEI	—	—	—	—	—	—	470	370
AEM	—	—	—	—	—	—	230	180
AM	1330	500	800	340	1050	525	—	—
AMH	—	—	—	—	—	—	900	710
AMS	—	—	—	—	—	—	1200	950
PR	325	95	170	70	110	55	—	—
PRM	—	—	—	—	—	—	45	35
PRS	—	—	—	—	—	—	105	80
AG	170	55	150	65	420	210	450	360
TD	190	80	160	70	360	180	400	320
AK	260	75	180	75	380	190	1000	790
PH	320	100	200	85	500	250	—	—
PHA	—	—	—	—	—	—	140	110
PHG	—	—	—	—	—	—	560	440
HM	2280	825	2000	840	2600	1300	4000	3160
DT	330	115	200	85	230	115	930	730
SD	1500	500	1800	760	2000	1000	3200	2530

quirements shown in Table II. Waivers will be considered as appropriate.

- Must be recommended by commanding officer.

- Must be a volunteer.

- Must be in a rating shown in Table I below.

- Must meet the security clearance requirements for the school concerned.

If you meet the eligibility requirements above, you may submit your request for school to the Chief of Naval Personnel (Attn: Pers B213) via your commanding officer. Your request must contain three choices, listed in order of preference, as to which conversions are desired. Your first choice will be honored whenever possible but, in some cases, the needs of the service may require that you be assigned to a school of your second or third choice.

You will be advised of the action taken and, if you are selected and cannot be assigned immediately, you will be placed on a waiting list for assignment at a later date.

If you are selected and ordered to a conversion course, you will not be penalized in advancement as a result of assignment. BuPers Inst. 1430.7B (which is concerned with advancement in rating of enlisted personnel) provides that students under instruction for purposes of change in rating may elect to compete for advancement in their present rating or in the rating for which they are receiving instruction. If ordered to formal school training, your change in rating will be made upon successful completion of the course.

Those now undergoing conversion training under orders or on the waiting list will retain their present status and will not be required to resubmit requests for conversion training.

What about CPOs and POIs? It just isn't practical to establish a general program for the change in rating of personnel in pay grades E-6 and E-7. However, changes in rating at these levels are not prohibited. Those who have acquired sufficient in-service experience to qualify for a change in rating may request such a change. Individuals in the top two pay grades may, in exceptional circumstances, receive formal training for change in ratings where the needs of the service make such training desirable. Personnel in ratings

TABLE III
ESTIMATES ON PROPORTION OF THOSE PASSING THE
FEBRUARY 1957 EXAMINATIONS WHO WILL BE ADVANCED

Rating	Pay Grade E-4	Pay Grade E-5	Pay Grade E-6	Pay Grade E-7
BM	3-10%	3-10%	3-10%	3-10%
QM	76-100%	76-100%	11-50%	11-50%
SM	76-100%	76-100%	11-50%	11-50%
RD	76-100%	76-100%	76-100%	76-100%
SO	76-100%	76-100%	76-100%	76-100%
TM	76-100%	76-100%	3-10%	11-50%
GM	51-75%	3-10%	3-10%	3-10%
GS	76-100%	76-100%	76-100%	76-100%
FT	76-100%	76-100%	51-75%	51-75%
MN	11-50%	11-50%	11-50%	11-50%
ET	76-100%	76-100%	51-75%	51-75%
IM	76-100%	76-100%	11-50%	51-75%
OM	76-100%	76-100%	76-100%	3-10%
TE	76-100%	76-100%	11-50%	76-100%
RM	76-100%	76-100%	76-100%	76-100%
CT	76-100%	76-100%	76-100%	76-100%
YN	76-100%	76-100%	11-50%	11-50%
PN	11-50%	76-100%	76-100%	76-100%
MA	76-100%	76-100%	3-10%	11-50%
SK	76-100%	76-100%	51-75%	51-75%
DK	51-75%	76-100%	11-50%	11-50%
CS	11-50%	3-10%	3-10%	11-50%
SH	11-50%	11-50%	3-10%	11-50%
JO	11-50%	76-100%	76-100%	11-50%
LI	11-50%	11-50%	3-10%	11-50%
DM	51-75%	76-100%	76-100%	76-100%
MU	76-100%	76-100%	76-100%	76-100%
MM	76-100%	76-100%	76-100%	51-75%
EN	76-100%	76-100%	3-10%	11-50%
MR	76-100%	76-100%	76-100%	76-100%
BT	76-100%	76-100%	76-100%	76-100%
EM	76-100%	76-100%	76-100%	76-100%
IC	76-100%	76-100%	76-100%	76-100%
ME	76-100%	76-100%	3-10%	11-50%
FP	51-75%	76-100%	11-50%	51-75%
DC	76-100%	76-100%	3-10%	11-50%
PM	76-100%	76-100%	76-100%	51-75%
ML	51-75%	76-100%	11-50%	11-50%
SV	11-50%	76-100%	76-100%	51-75%
CE	76-100%	76-100%	76-100%	76-100%
CD	11-50%	11-50%	11-50%	76-100%
CM	11-50%	51-75%	3-10%	51-75%
BU	76-100%	76-100%	76-100%	76-100%
SW	76-100%	76-100%	11-50%	76-100%
UT	76-100%	76-100%	76-100%	76-100%
AD	76-100%	76-100%	3-10%	3-10%
AT	76-100%	76-100%	76-100%	76-100%
AG	76-100%	76-100%	3-10%	3-10%
AQ	76-100%	76-100%	76-100%	76-100%
GF	76-100%	76-100%	11-50%	11-50%
AC	76-100%	76-100%	76-100%	76-100%
AB	3-10%	51-75%	3-10%	76-100%
AE	76-100%	76-100%	76-100%	76-100%
AM	76-100%	76-100%	11-50%	51-75%
PR	76-100%	76-100%	3-10%	51-75%
AG	76-100%	76-100%	76-100%	76-100%
TD	76-100%	76-100%	51-75%	11-50%
AK	11-50%	76-100%	3-10%	51-75%
PH	51-75%	76-100%	11-50%	51-75%
HM	11-50%	76-100%	3-10%	3-10%
DT	11-50%	76-100%	3-10%	11-50%
SD	3-10%	3-10%	3-10%	3-10%

THE BULLETIN BOARD

that are drastically limited by advancement quotas will be considered for change to ratings where advancement prospects are better. Action upon requests for formal training will be based upon the availability of school quotas and the need for additional petty officers in the rating requested.

In the right hand column is a table showing conversion of petty officers in pay grades E-4 and E-5 during the current fiscal year.

Note: The BM, GM, CS, SH, DC, CD, AB

and SD ratings are the source ratings from which personnel may qualify through formal school or in-service training for change in rating. The "Minimum Annual Goal" is the minimum number of petty officers in pay grades E-4 and E-5 required to be trained for change of that rating during the current fiscal year. The "Number Required to Balance the Rating Structure" is the total number of additional petty officers needed to meet planned requirements.

Included in both figures are the numbers to be trained through both in-service and school training.

Rating	Minimum Annual Goal	Number Required to Balance Rating Structure
RD	50	2000
GS	150	150
FT	500	500
ET	800	1200
RM	100	1800
CT(R)*	100	800
MM	100	2200
MR	20	200
BT	100	1300
EM	100	1800
IC	50	800
AT*	600	4400
AQ*	50	1500
AC*	150	1500
AE*	50	2200

* School training will be provided for all conversions.

Personnel in the YN and SK ratings in pay grades E-4 and E-5 are eligible for conversion through in-service training for change to the MA rating. Twenty is the minimum annual goal and 100 are required to balance rating structure.

Schools and Courses Available for Conversion Training

Rate	Eligible Personnel	Schools	Approx. School Length	Obligated Service	Requirements
AC	All source ratings	AN Class "P"	9-18 weeks	24 months	GCT-ARI-110. Meet physical requirements of Art. 15-69 (12) BuMed Manual Normal Color perception. Clear speaking voice.
AE	All source ratings	AN Class "P" AE Class "A"	21 weeks	36 months	GCT-MECH or MK ELECT-105. Normal color perception.
AQ	All source ratings	AN Class "P", AQ Class "A"	30 weeks	36 months	GCT-ARI-110 and MECH or MK ELECT-50. Normal color perception.
AT	All source ratings	AN Class "P", AT Class "A"	24 to 28 weeks	36 months	GCT-ARI-110 and MECH or MK ELECT-50.
BT	All source ratings	BT Class "A"	10 weeks	24 months	ARI-MECH or MK MECH-105.
CT(R)	All source Branch ratings	CT/R Class "A"	24 weeks	36 months	GCT-ARI-100. Normal color perception and hearing.
EM	All source ratings	EM Class "A"	14 weeks	24 months	GCT-MECH or MK ELECT-105. Normal color perception.
ET	All source ratings	ET conversion course	40 weeks	42 months	GCT-ARI-110 and MECH or MK ELECT 50. Normal color perception.
FT	All source ratings	FT conversion course	44 weeks	42 months	GCT-ARI-110 and MECH or MK ELECT-50. Normal color perception.
GS	All source ratings	GS conversion course	32 weeks	36 months	ARI-MECH-110. Normal color perception
IC	All source ratings	IC Class "A" IC Class "C" (GYRO)	26 weeks	36 months	GCT-MECH or MK ELECT-105. Normal color perception.
MA	YN and SK only	No school*		24 months	GCT-ARI-110.
MM	All source ratings	MM Class "A"	12 weeks	24 months	GCT-ARI or MK ELECT-105.
MR	All source ratings	MR Class "A"	12 weeks	24 months	ARI-MECH or MK ELECT-105.
RD	All source ratings	RD Class "A"	20 to 24 weeks	36 months	GCT-ARI-105. Normal color perception. Normal near vision.
RM	All source ratings	RM Class "A"	16 to 24 weeks	24 or 36 months	GCT-ARI-100. Normal color perception and hearing.

* Personnel are ordered to specific activity for in-service training.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Those in color are designated by (C) and those in wide-screen processes by (WS).

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

Seven Cities of Gold (644) (C) (WS): Drama; Richard Egan, Anthony Quinn.

The Last Hunt (645) (C): Western Drama; Robert Taylor, Debra Paget.

The Littlest Outlaw (646) (C): Drama; Pedro Armendariz, A. Velasques.

Congo Crossing (647) (C): Drama; Virginia Mayo, George Nader.

Away All Boats (648) (C): Adventure Drama; Jeff Chandler, Julie Adams.

The Girl In The Red Velvet Swing (649) (C) (WS): Murder Drama; Ray Milland, Joan Collins.

The Proud And The Profane (650) Drama; William Holden, Deborah Kerr.

A Kiss Before Dying (651) (C):

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH IS ON PAGE 11

1. (b) USS *Albacore* (AGSS 569)
2. (a) It has a tear-drop shape and single screw.
3. (c) USS *Nautilus* (SS 168)
4. (a) *Narwhal* class
5. (b) USS *Bonita* (SSK 3)
6. (b) 47

Drama; Robert Wagner, Virginia Leith.

The Werewolf (652): Horror; Don McGowan, Joyce Holden.

20,000 Leagues Under The Sea (653) (C): Action Drama; Kirk Douglas, James Mason.

Good Morning, Miss Dove (654) (C) (WS): Drama; Jennifer Jones, Robert Stack.

Lady And The Tramp (655) (C): Cartoon Characters.

I've Lived Before (656): Drama; Jock Mahoney, Leigh Snowden.

That Certain Feeling (657) (C): Comedy; Bob Hope, Eva Marie Saint

Foreign Intrigue (658) (C): Mystery; Robert Mitchum, Genevieve Page.

The Rains Of Ranchipur (659) (C) (WS): Drama; Lana Turner, Richard Burton.

Pardners (660) (C): Comedy; Dean Martin, Jerry Lewis.

The Vagabond King (661) (C): Musical; Kathryn Grayson, Oreste.

Miami Expose (662): Drama; Lee J. Cobb, Patricia Medina.

Trapeze (663) (C): Drama; Burt Lancaster, Gina Lollobrigida.

Hilda Crain (664) (C) (WS): Drama; Guy Madison, Jean Simmons.

Star of India (665) (C): Drama; Cornel Wilde, Jean Wallace.

Raw Edge (666) (C): Drama; Rory Calhoun, Yvonne DeCarlo.

Massacre (667): Adventure Drama; Dane Clark, James Craig.

Autumn Leaves (668): Drama; Joan Crawford, Cliff Robertson.

23 Paces To Baker Street (669) (C) (WS): Drama; Van Johnson, Vera Miles.

Hold Back The Night (670): Drama; John Payne, Mona Freeman.

He Laughed Last (671) (C): Musical; Frankie Laine.

Gun Brothers (672): Western; Buster Crabbe, Ann Robinson.

Forbidden Planet (673) (C): Science-Fiction; Walter Pidgeon.

Promotions for 1575 Officers Recommended by Boards

The selection of 1503 line lieutenants for promotion to lieutenant commander, 71 Wave lieutenants junior grade to lieutenant, and one Reserve captain to rear admiral in the Dental Corps, has been approved by the President.

Of the selectees for lieutenant commander, 1361 are line officers

and 126 are in the restricted line categories. The board included 16 women line officers in selections.

The 71 women lieutenants junior grade of the line were recommended by a selection board which considered those Wave officers with dates of rank of 31 Dec 1954, and earlier.

Captain William H. Christensen was selected for temporary promotion to Rear Admiral in the Dental Corps of the Naval Reserve.

WAY BACK WHEN

Early Version of PT Boats

"Build as many barges as can be manned, form them into a 'Flying Squadron' and let them continually watch and annoy the enemy, following him in every direction. The enemy dare not dispatch small ships, brigs or schooners upon any expedition while such a force was near them."

This concept was expressed in 1813 by Commodore Joshua Barney, naval hero of the Revolutionary War. Baltimore and Washington were threatened by the British fleet under Admiral Warren, and later under Admiral Cochrane, when Barney was appointed to the command of the Chesapeake flotilla.

"Our ships (two frigates) cannot act, our old gunboats are too heavy to sail and too clumsy to row," Barney told the Maryland Assembly in recommending the barges. As he saw it, the only defense possible at that time was to "build a kind of barge, as row-galley, so constructed as to draw a small draft of water, carry light oars and light sails and one heavy long gun."

Barney pointed out that his proposed barges could be moved rapidly at any time to any point, and, if necessary, could transport troops in addition to their crews. If desired, the force would "always be hovering near the enemy to prevent any partial attacks on the Bay shore or within waters adjacent." The Flying Barge Squadron could harass the enemy at night by slipping between the British ships and keeping up a constant fire against them.

The persuasive Barney must have been a salesman, for the Maryland Senate passed a bill in 1813 for the fitting and manning of 20 barges. Ten of these barges were actually built, and with three gunboats, they formed Barney's miniature fleet. They saw action against the British the following year.

Owing to the overwhelming strength of the British fleet, the barges were not so effective as Barney had hoped they would be. Before Barney could assume the offensive, the British neatly solved their problem by bottling the barges in the Patuxent



River with the 74-gun *Dragon*, supported by several schooners and barges, as the cork.

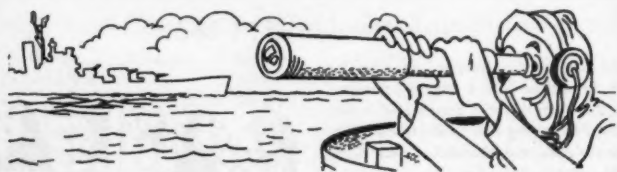
This resulted in an unhappy situation for both opponents. Barney couldn't get out to "hover near the enemy," and the larger ships of the British could not go up the river to root out Barney. However, Admiral Cochrane did, on two occasions, send the ship's boats after Barney. As the boats did not equal Barney's strength, they were forced to turn back to the protection of the blockading ships.

The fate of the barges was later decided by a detachment of Wellington's army under the command of Major General Ross. In August, Ross started up the banks of the Patuxent with support from Cochrane's fleet. At the time, the bulk of Barney's bargemen had been ordered to abandon the barges to go to the defense of Washington. A small force was left to protect the deserted barges but, with the approach of General Ross, Barney's pet scheme for the protection of the Chesapeake went up in flames.

As described by Barney, the mission of his barges was similar to that of the PT boats of World War II. The barges weren't as successful, of course, but it may be that Barney was only a hundred years or so ahead of his time.

OLD-TIMERS MAY PROTEST that we are giving away some of their professional secrets but we'd like to invite the attention of the younger crew members to certain noble and ancient customs of indoctrination. On certain occasions, for example, *USS Boxer* (CVS 21) sets a mail buoy watch.

The watch is set up at any convenient location on the ship where the SA or SN has a fine, unobstructed view of the horizon. Regardless of the weather, he is equipped with all the foul weather gear he can carry and a telescope. His primary responsibility is to watch with undying vigilance for a buoy to which is attached the ship's mail although he may, if he sights any,



report the presence of snipe or mermaids. The mail buoy watch is always stood at any unreasonable hour, preferably at a distance of 1000 or more miles from the nearest land.



It's real nice that every activity takes a pride in its accomplishments but this matter of needless boasting can be overdone. It has come to our attention that the Naval Research and Development Facility at Bayonne, N. J., has been conducting shipboard evaluation of compressed flour aboard *USS Monssen* (DD 798), *Cassin Young* (DD 793), *Benham* (DD 796) and *Hale* (DD 642). The facility claims to save 40 per cent space.

Hah! Don't tell us about compressed flour being new. We'll bet that some of our best friends (commissarymen, that is) have been using it for years, and they've even gone a step further. You should try their compressed biscuits.



However, justifiable pride is something else again. A few years back, Shelby P. Wright, MEC, drew recruiting duty in Texarkana, Ark. In 1955 he recruited his eldest son, Shelby P. Wright, Jr., into the Navy and last year he repeated the performance with his other son, Michael P. Wright. So far as we have been able to determine this incident is unique in the annals of the Navy.

Chief Wright, who has served 26 years on active duty, had no hesitation in recommending the Navy as a career for his sons. "I know of no greater career for a young man, than to serve his country with great pride in a Navy that is second to none. I am both happy and proud that both of my boys have chosen to follow me into the greatest outfit of them all," says Chief Wright. Mrs. Wright, who called the incident to our attention, whole-heartedly agrees with that statement.

There's little doubt that Shelby Wright, Jr., is thoroughly sold on the Navy. He married a Wave.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war. It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1955, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly. The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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● **AT RIGHT: FISHERMAN'S LUCK—**
R. O. Buell, MEC, USN, and C. A. Head, QMC, USN, return to *USS Hamul* (AD 20) after a deep-sea fishing party off Long Beach Harbor, Calif.

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ON GUARD ★ ★ ★



★ ★ ★ **MEN AND SHIPS**

